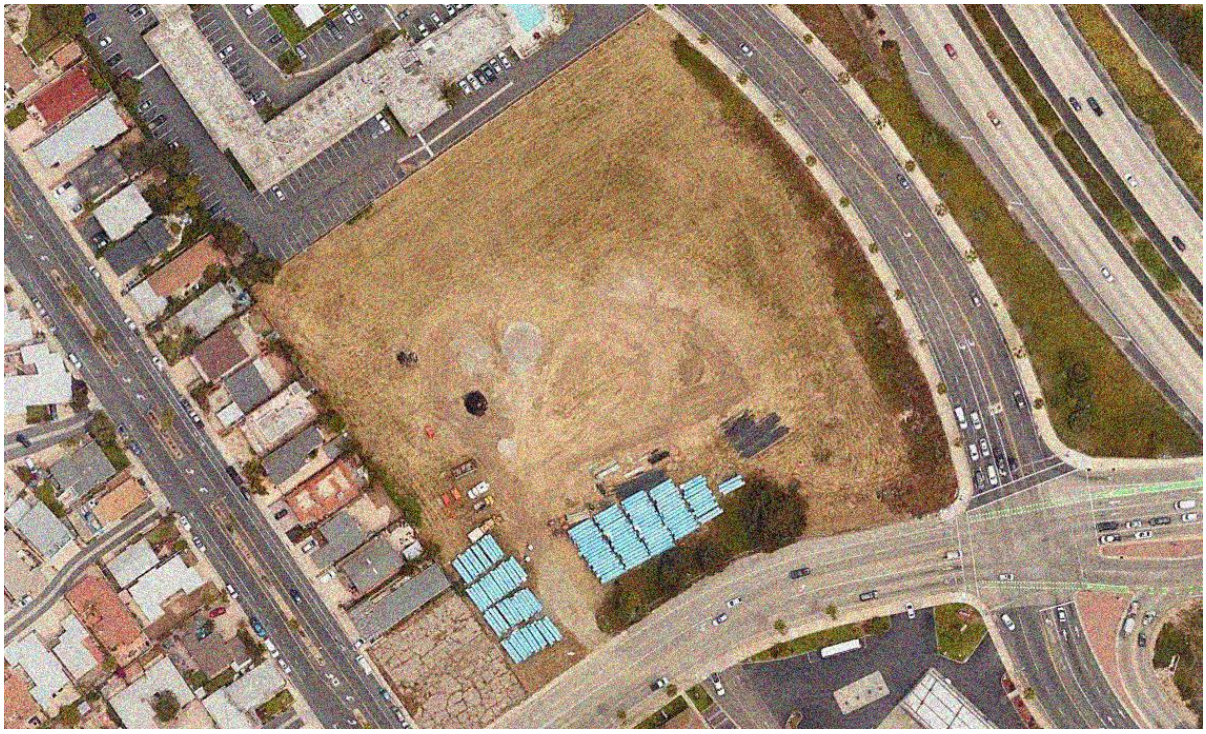

Anastasi Development

Draft Initial Study – Mitigated Negative Declaration

prepared by

City of Ventura
Community Development Department
501 Poli Street, P.O. Box 99
Ventura, California 93002
Contact: Jared Rosengren, Principal Planner

prepared with the assistance of

Rincon Consultants, Inc.
180 North Ashwood Avenue
Ventura, California 93003

April 2025

RINCON CONSULTANTS, INC. SINCE 1994

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Initial Study

1. Project Title

Anastasi Development

2. Project Sponsor's Name and Address

Anastasi Development Company, LLC
511 Torrance Boulevard, Suite 200
Redondo Beach, California 90277

3. Lead Agency Name and Address

City of San Buenaventura
Community Development Department
501 Poli Street
Ventura, California 93002

4. Contact Person and Phone Number

Jared Rosengren, Principal Planner
(805) 658-4737

5. Project Location

The project site encompasses 5.61 acres located on an existing vacant lot comprised of Assessor's Parcel Numbers (APNs) 081-0-054-030 and 076-0-010-235. The project site is bounded to the east by Harbor Boulevard, to the south by Seaward Avenue, to the west by single family residences and Pierpont Boulevard, and to the north by a two-story Motel 6 and associated parking lot.

Figure 1 shows the regional location of the project site and Figure 2 shows the project site in its neighborhood context. The site has historically been vacant. Currently, the site is undeveloped, surrounded by chain link fencing on the western, eastern, and southern boundaries, and a brick wall to the north which abuts the Motel 6 parking lot. Access is currently available via gates in the chain link fencing on Seaward Avenue and Pierpont Boulevard. Photographs of the project site are shown in Figure 3.

Figure 1 Regional Location

Project Location

N

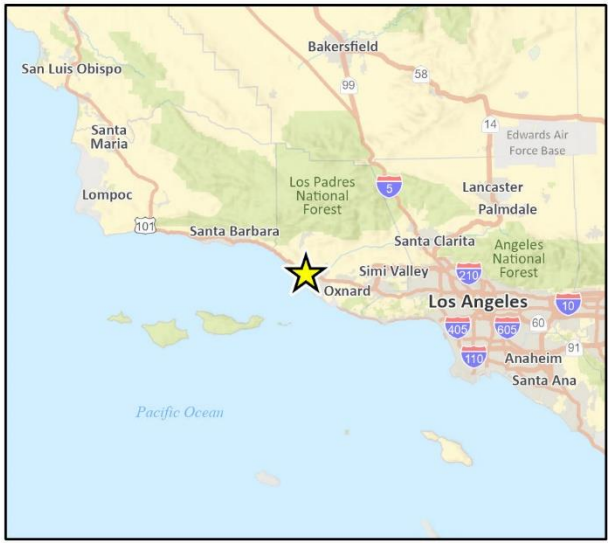


Figure 2 Project Location

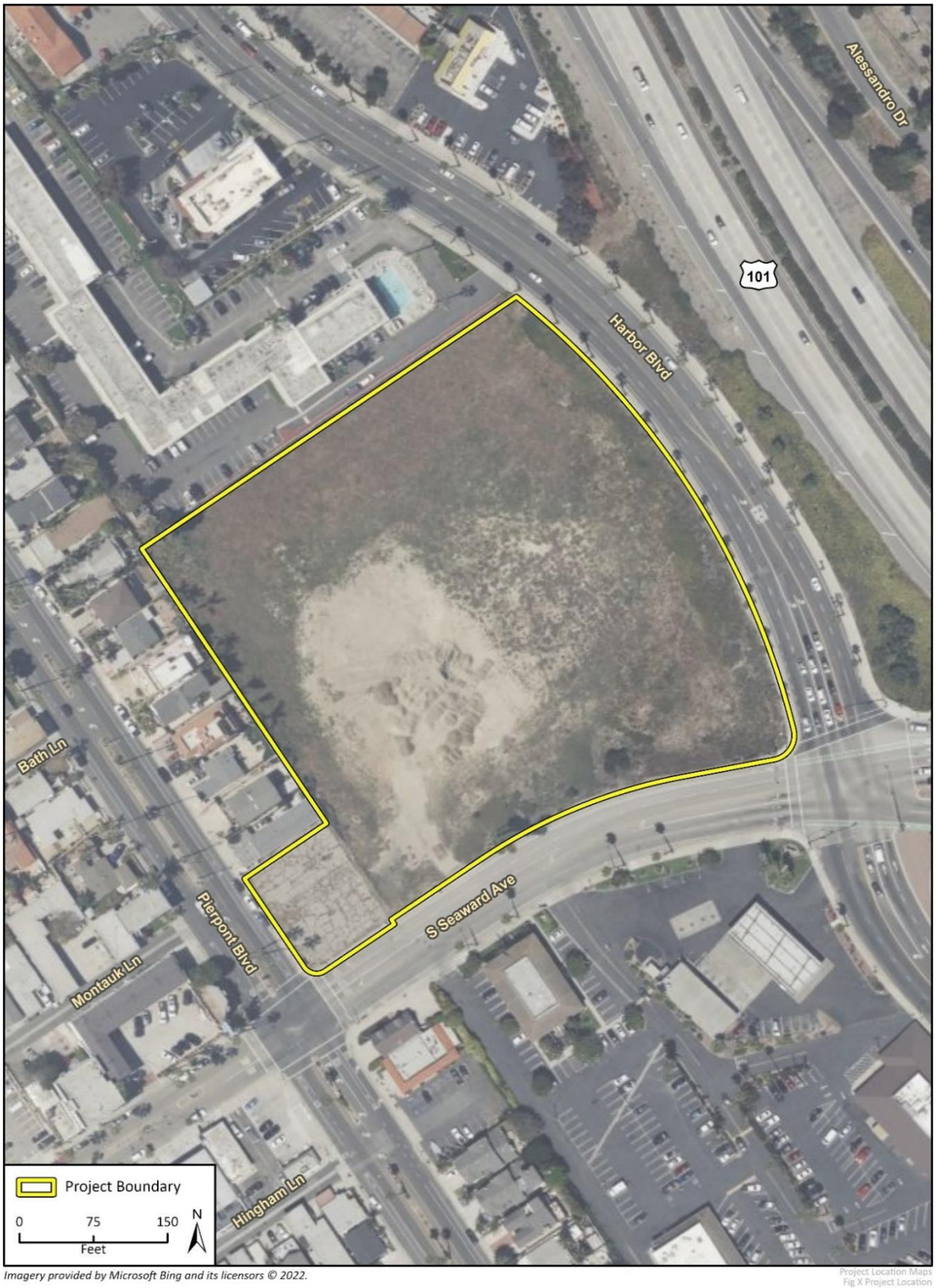


Figure 3 Site Photographs[1]

Photograph 1. View of the site facing north. The site is vacant.

Photograph 2. View of the site from its southesat corner facing west.

[1] These photographs were taken by City of Ventura staff in January 2025

6. Surrounding Land Uses and Setting

The surrounding area is typical of coastal development in Ventura, with surrounding uses including single-family residential properties to the west; free standing single-story commercial buildings to the south on the south side of Seaward Avenue and the west side of Pierpont Boulevard; a shopping center and gas station south of the intersection of Harbor Boulevard and Seaward Avenue; and a Motel 6, two gas stations, fast-food restaurants, and a parking lot to the northwest. The Ventura Freeway (Highway 101/1) runs in a north/south direction approximately 130 feet east of the project site.

7. Comprehensive Plan Designation

Planned Mixed Use[2]

8. Zoning

Coastal Mixed-Use Zone (CMXD)

9. Description of Project

As shown in Figure 4, the project includes a tentative tract map that would subdivide the project site into three parcels: Parcel 1 (3.78 acres); Parcel 2 (1.29 acres); and Parcel 3 (0.54 acres). The project would involve construction of 11 residential buildings and five mixed use buildings on the project site; as well as four, single story, above ground enclosed parking garages (other on-site parking is further discussed in the paragraph below). The project would include a total of 96 residential units arranged as rowhouse and stacked dwelling units with one, two, or three bedrooms. The project would also include 5,005 square feet (sf) of live/work space[3] and 18,755 sf of commercial space, including a 2,500 sf café/restaurant. Buildings would be three to four stories in height except for the above ground parking garages, which would be single story. General descriptions of the proposed building types are as follows:

- Live/Work buildings in the northeastern portion of the site
- Rowhouse buildings within the center of the site
- Commercial Block buildings along Seaward Avenue
- Above ground enclosed parking garage buildings along the southwestern and northwestern edges of the site

The project would divide the existing site into a series of blocks that would be connected by internal private streets and alleys with a 0.25-acre public park centrally located in the project site. The proposed internal streets would be approximately 26 feet wide, with 6-foot sidewalks and/or 6-foot parkways on either side of the streets. Parking would be provided via four, single story, above ground enclosed parking garages; open parking located throughout the site; and lower-level parking located within three mixed-use buildings along Seaward Avenue. The project would provide 10

[2] The City's 2005 General Plan has not yet been fully certified by the California Coastal Commission as part of the City's Local Coastal Plan. As a result, the City's 1989 Comprehensive Plan is the applicable plan within the City's coastal zone (City of Ventura 2023a).

[3] The 5,005 sf of live/work space described here represents only the "work" portion of the live/work units. The residential portion of the live/work units is expressed in this description in terms of residential dwelling units, not sf.

trash/recycling bins located at mixed-use buildings along Seaward Avenue. Private open space would be provided via residential rooftop terraces, patios, dooryards, and balconies and landscaping would be provided within and on the borders of the project site. The project would have a density of 17.08 units per gross acre. A summary of the project components is provided in Table 1, which are described in greater detail in the following sections. The proposed site plan is shown in Figure 5.

Table 1 Project Summary

Building Area	
Café/Restaurant	2,500 sf
Other Commercial	16,255 sf
Total Commercial	**18,755 sf**
Residential	
Live/Work	11 units
Rowhouse	49 units
Flat	36 units
Total Residential Units	**96 units**
Total Building Footprint	**71,189 sf (29.1% site coverage)**
Parking Stalls	
Garaged	194 stalls
Open Parking	113 stalls
Public Parking	29 stalls
Total	**336 stalls**
Bicycle Parking	
Units Without Garage	26 lockers
Commercial Parking	13 stalls
Coastal Access Parking	29 stalls
Total	**68 stalls**
Landscaping	
Landscape area	34,510 sf (14.1% site coverage)
Roads	92,076 sf (37.6% site coverage)
Hardscape	47,032 sf (19.2% site coverage)
Total	**173,618 sf (70.9% site coverage)**

sf = square feet

Building Components

Different buildings on site would contain different uses. As shown in Figure 5, Buildings 400A, 400B, 500, 600, and 700 would be "Commercial Block" buildings; Buildings 100, 200, 800, 900, 100, 1100,1200,1300, and 1400 would be "Rowhouse" buildings; and Buildings 300 and 1500 would be live/work buildings. Building heights would vary depending on the topography of the site, with maximum heights from average grade of 35 feet along Harbor Boulevard and 38 feet along Seaward Avenue and Pierpoint Boulevard, and a maximum height above sea level of 61 feet, as shown in Figure 6. A summary of the proposed uses of the buildings on site is provided in Table 2. The locations of the buildings on the project site are shown in Figure 5.

The project would include ten inclusionary moderate-income housing units, as follows:

- Three one-bedroom flats
- Four two-bedroom rowhouses
- One two-bedroom live/work style
- Two three-bedroom (2-bedroom + flex space) rowhouses

Table 2 Building Uses

Building Code	Building Use
Building 100	Residential (4 units)
Building 200	Residential (3 units)
Building 300	Residential (6 units)
Building 400A	Commercial (3,945 sf); Residential (6 units)
Building 400B	Commercial (5,646 sf); Residential (12 units)
Building 500	Commercial (4,308 sf); Residential (8 units)
Building 600	Commercial (2,484 sf); Residential (4 units)
Building 700	Commercial (2,372 sf); Residential (4 units)
Building 800	Residential (8 units)
Building 900	Residential (9 units)
Building 1000	Residential (7 units)
Building 1100	Residential (9 units)
Building 1200	Residential (2 units)
Building 1300	Residential (3 units)
Building 1400	Residential (6 units)
Building 1500	Residential (5 units)

Landscaping and Outdoor Space

The project would include green space and other outdoor space via a courtyard located in front of Building 900 and a centrally located 0.25-acre park, southeast of Building 1000. Outdoor features at the public park would include picnic tables and chairs, and a gazebo located at the northwestern end of the park. The project would also include several other courtyards (including a courtyard between buildings 400A, 400B, 500, and 1500; a courtyard between buildings 800 and 900; and a courtyard between buildings 1000 and 1100), as well as promenades, passive recreation areas for walking/biking, and paseos between buildings.

Landscaping on the project site would include an assortment of shade tolerant canopy trees, palms, shrubs, vines, perennials, grasses, and succulents. Plant species would include, but not be limited to, island live oak, pink trumpet tree, dwarf coyote brush, and blue oak grass. Selected vegetation would be appropriate for coastal climates and require low water use. Landscape areas would be provided between buildings, along curbs, between the dividing medians of parking spaces, and within the public park. Based on the project site plans, the total landscaped area is approximately 0.79-acre, excluding the internal park.

Architecture and Materials

The project's architectural character would be modern contemporary with project materials including, but not limited to, brick veneer, stainless steel cable railings, steel sectional garage doors, and standing seam metal roofing. Elevation profiles depicting buildings on the project site are shown in Figure 6.

Figure 4 Tentative Tract Map

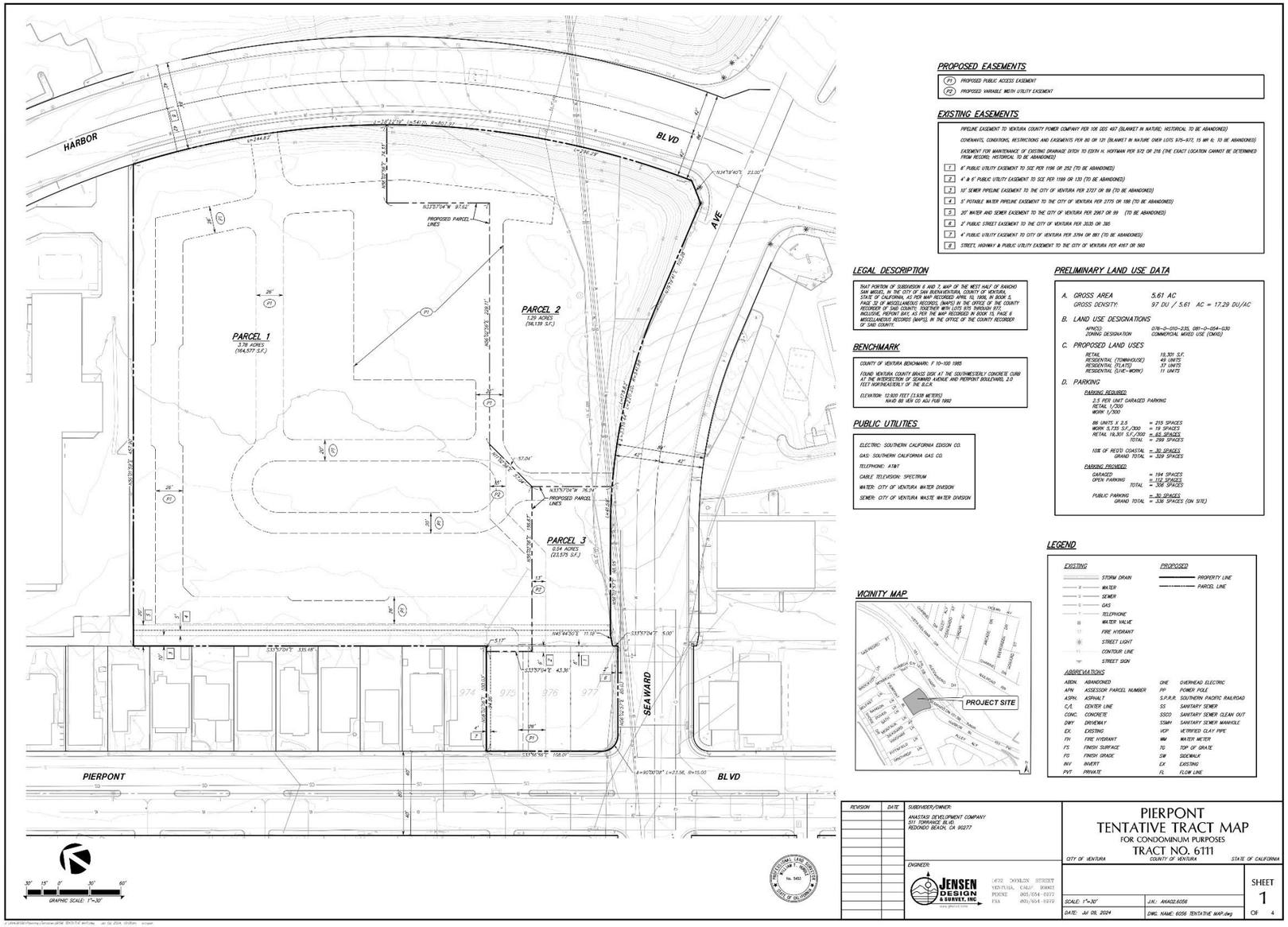
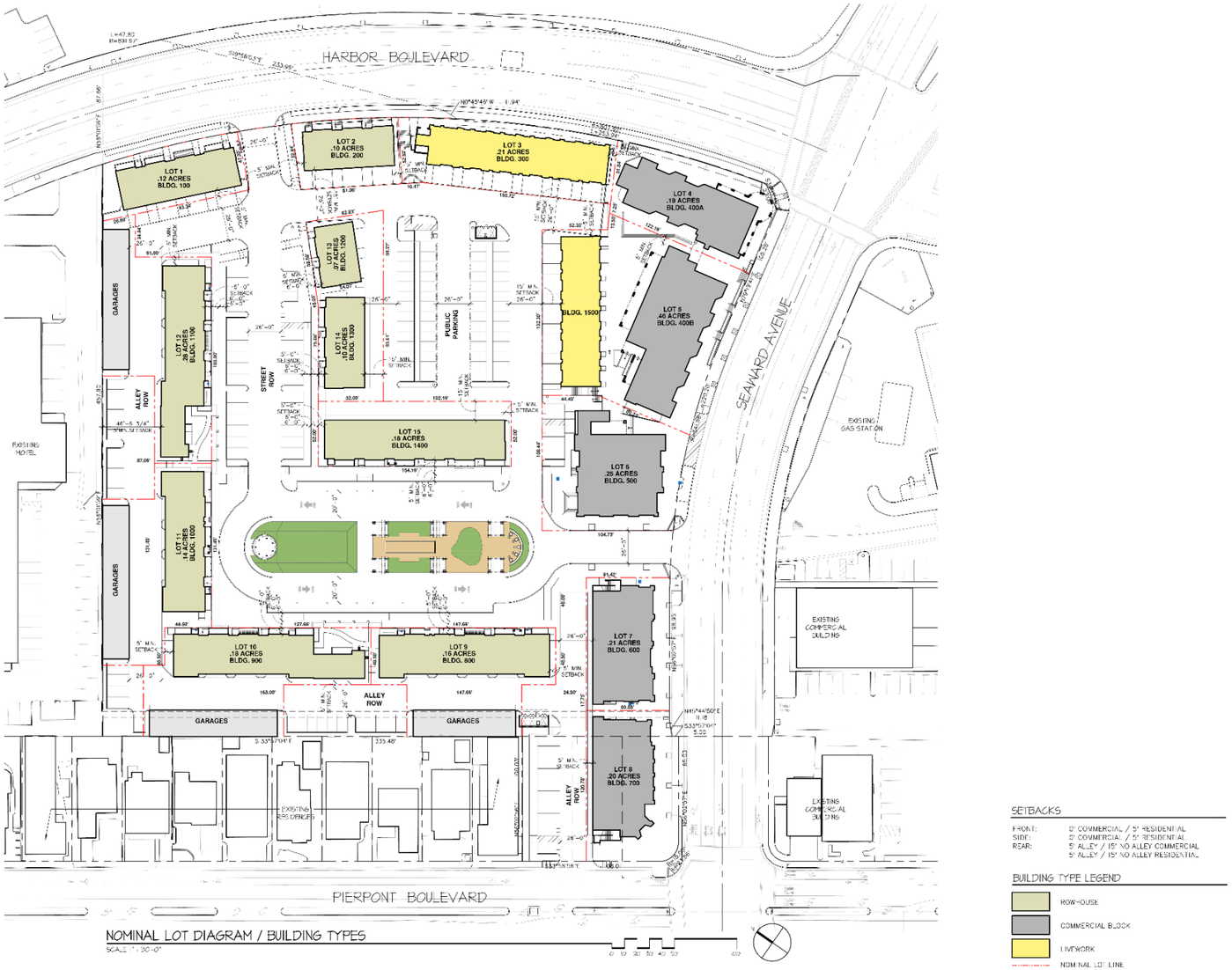


Figure 5 Site Plan – Ground Level



Source: Rasmussen & Associates 2024

Figure 6 Exterior Elevations

Source: Rasmussen & Associates 2024

Site Access and Parking

Site access would be provided via three driveways: one driveway in the southern corner of the project site with access from Pierpont Boulevard; one driveway along the southeastern portion of the project site with access from Seaward Avenue; and one "pork chop"[4] style driveway in the northern corner of the project site that would restrict vehicle movements to "right-in and right-out" to and from Harbor Boulevard. The driveway on Pierpont Boulevard, which faces an existing median on Pierpont Boulevard, would also be "right-in and right-out" only. The driveway on Seaward Boulevard would allow both left and right turns for both incoming and outgoing traffic. Illustrations of the driveway designs for the proposed project are included in the *Revised Traffic, Circulation, and Parking Study* included as Appendix D of this IS-MND.

The project would include 336 total parking spaces. Of those, 170 spaces would be contained within four aboveground garages located on the western and northern borders of APN 076-0-010-235. An additional 137 spaces of open parking would be provided, located throughout internal street rows within the project site, including seven on-street parking spaces located on lower Seaward Avenue. Twenty-nine public parking spaces would be provided between Buildings 1200/1300 and Building 1500. In addition, the project would provide 68 bicycle parking spaces, including: 26 bicycle lockers for residential units without a garage, 13 bicycle spaces at commercial buildings, and 29 bicycle spaces used for coastal access parking.

Utilities

Water and sewer services would be provided by the City of Ventura. Utility easements would be recorded for utility services. Electrical lines, phone lines, cable television lines, fiber optic lines, gas lines, water lines, and sewer lines would be underground. Table 3 summarizes the utility service providers for the project.

Table 3 Utility Service Providers

Utility	Service Provider
Electric	Southern California Edison Company (SCE)
Gas	Southern California Gas Company (SoCalGas)
Telephone	AT&T
Cable Television	Spectrum
Water	City of Ventura Water Division (Ventura Water)
Sewer	City of Ventura Wastewater Division

The project includes installation of biofiltration systems in ten separate locations. In addition, two underground detention basins would be installed: an approximately 1,200 square foot underground detention basin located between the parking garages on the western border of APN 076-0-010-235, and an approximately 5,900 square foot underground detention basin located underneath the proposed park and the internal roadway on its northeastern boundary. The project would be required to implement Best Management Practices (BMPs) to reduce stormwater runoff from the

[4] A "pork chop" driveway features roadway or driveway channelization in the form of a somewhat-triangular island (NCHRP 2010). In the case of the proposed project, the "pork chop" driveway is created by a barrier in the centerline of the driveway at its intersection with Harbor Boulevard. This barrier flares out towards the street in a manner which prevents outgoing vehicles from turning left onto the street or incoming vehicles from turning left into the driveway, while still allowing right-in and right-out turns.

site, consistent with the Ventura County *Technical Guidance Manual for Stormwater Quality Control Measures* (County of Ventura 2018). Storm drains would be installed underground, connecting to the proposed bioretention systems, to proposed underground detention basins and connect to the City's existing sewer system on Pierpont Boulevard.

Construction

Construction activities would include site preparation, grading, building construction, paving, architectural coating, and landscaping phases. Construction of the project is anticipated to occur in three phases and take approximately three years, starting in 2026 and concluding in 2029. Construction would take place five days a week, 7:00am to 5:00pm Monday through Friday with any additional hours only allowed with the approval of a Construction Management Plan by the Community Development Department. Construction activities are anticipated to produce 1,200 cubic yards (CY) of cut soil which would be used as fill on-site. An additional 8,500 CY of soil would be imported from off-site sources. No demolition, blasting, or pile driving activities would be performed.

10. Other Public Agencies Whose Approval is Required

The City of Ventura is the lead agency for this project and no approvals are required from any other agency. The project requires the following discretionary and legislative actions by the City of Ventura:

- Coastal Development Permit (CDP-4-21-59427)
- Major Design Review (MDR-4-21-59428)
- Tentative Tract Map (TPM-4-21-59429)
- Approval of the IS-MND (EIR-4-21-59439)

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Environmental Factors Potentially Affected

This project would potentially affect the environmental factors checked below, involving at least one impact that is "Potentially Significant" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

Determination

Based on this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

■ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "less than significant with mitigation incorporated" impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

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

Signature	Date
Printed Name	Title

Environmental Checklist

1 Aesthetics

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Except as provided in Public Resources Code Section 21099, would the project:				
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 a 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 that would adversely affect daytime or nighttime views in the area?	☐	☐	■	☐

Environmental Setting

The project site is in an urban area of Ventura consisting mostly of one- to two-story residential and commercial development with views of foothills to the north. The project site is currently vacant and bounded by chain-link and concrete fencing. Mature palm trees are present along the project site's southern and eastern perimeter. Figure 3 shows photographs of existing site conditions and general surrounding area. The City's Comprehensive Plan identifies beaches, ocean views, and hillsides as scenic resources within the city (City of Ventura 1989). For the purposes of this analysis, a scenic vista is a view from a public place (roadway, designated scenic viewing spot, etc.) that is expansive and considered important by a jurisdiction or a community. It can be obtained from an elevated position (such as from the top of a hillside) or it can be seen from a roadway with a longer-range view of the landscape. The project site does not provide a scenic vista of the nearby scenic resources nor is there a scenic vista available from nearby parcels (City of Ventura 1989). An adverse

effect would occur if a proposed project would substantially block or otherwise damage a scenic vista upon implementation.

Impact Analysis

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

Although the project site is approximately 0.2-mile east of the California coastline, existing residential development precludes the ability to view the ocean from the project site. Views of the hillsides to the northeast from Harbor Boulevard would not be interrupted by the project because from that vantage point the project site would be at the viewer's back.

Views of the hillsides from Pierpont Boulevard along most of its length from its intersection with Seaward Avenue (both to the northwest and the southeast) would not be interrupted by the project because existing buildings already obscure views of the hillsides from most of Pierpont Boulevard. The project may interrupt to some degree existing views of the hillsides from some locations immediately to the northwest and southeast of this intersection along Pierpoint Boulevard because the northern corner of this intersection is currently vacant but would be developed with a three-story building under the proposed project. However, buildings and other structures and vegetation already interrupt this view from this location to some degree, and the proposed building would not take up the entire space along the street frontage of the existing vacant lot, so some views of the hillside would remain from this intersection.

The project would be highly visible to vehicular traffic exiting Highway 101/1 at Seaward Avenue and would constitute a substantial change in character of the site from vacant to developed. However, development of the site would not substantially alter views of scenic vistas including the ocean, beaches, and nearby hillsides. Expansive views of the ocean and beaches in the direction of the project site from the Highway 101/1 off-ramp are already limited by existing intervening development and vegetation.

Although the project would be visible by vehicular traffic, the project would be required to comply with applicable development standards, as outlined in Chapter 24.295 of the City's Municipal Code, for CMXD zones including, but not limited to, density, building setbacks, building types, height, setbacks, and frontage. Compliance with City Municipal Code Chapter 24.295 would ensure the project would be compatible with surrounding development, including setbacks and height, such that it would not adversely affect a scenic vista.

While views of the hillsides could be interrupted along Seaward Avenue and to a lesser extent along Pierpont Boulevard, the project would not affect public views of the hillsides from Harbor Boulevard. Views of the hillsides would remain available and readily accessible to the public at the intersection of Harbor Boulevard and Seaward Avenue and along Harbor Boulevard. The project would not have a substantial adverse effect on a scenic vista, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is in an urban area immediately surrounded by residential and commercial development. Harbor Boulevard and Highway 101/1, principal travel corridors identified by the City, are located to the immediate north and northeast of the project site. The California Department of

Transportation (Caltrans) identifies the portion of Highway 101/1 near the project site as an eligible state scenic highway, but it is not officially designated (Caltrans 2024). The project would not include any tree removal, and proposed landscaping includes shade tolerant canopy trees and palms that would be visible from Harbor Boulevard and Highway 101/1. There are no rock outcroppings or historic buildings on or adjacent to the project site. As such, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There would be no impact.

NO IMPACT

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 a 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?

The project is in an urban area zoned Coastal Mixed-Use Zone (CMXD), which allows residential use in conjunction with or adjacent to visitor serving commercial and recreational uses. The project would involve construction of residential and mixed-use buildings, compatible with the project's site zoning.

As the project site is zoned CMXD, the project would be required to comply with applicable development standards, as outlined in Chapter 24.295 of the City's Municipal Code, for CMXD zones including, but not limited to, density, building setbacks, building types, height, setbacks, and frontage. Pursuant to Chapter 24.545 of the City's Municipal Code, the project would undergo major design review as it adds five or more residential units and nonresidential structures greater than or equal to 2,000 gross square feet of area. The project would be referred to the Design Review Committee for a recommendation to the Planning Commission at a noticed public hearing. Prior to granting an approval of an application for design review, the Planning Commission must ensure the following:

- The design and layout of the project is consistent with applicable elements of the City's Comprehensive Plan and adopted city-wide design criteria;
- The design and layout of the project would accommodate the functions and activities that are proposed for the project and would not unreasonably interfere with the use and enjoyment of neighboring existing or future developments;
- The project site, architectural, and landscape design is reasonably compatible with the character of the surrounding neighborhood and all reasonable design efforts have been made to maintain harmonious, orderly, and attractive development; and
- The design of the project would provide a desirable environment that is aesthetically of good composition, materials, texture, and color that will remain aesthetically appealing with the level of maintenance and upkeep expected of the occupants.

Compliance with applicable development standards pursuant to City Municipal Code Chapter 24.295 and design review approval consistent with City Municipal Code Chapter 24.545 would ensure the project would not conflict with applicable zoning and other regulations governing scenic quality. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?

The project is in an urban area with existing sources of light and glare. Primary sources of light and glare include surrounding residential and commercial development, street lighting, and vehicle traffic. The project would be constructed on a vacant site and would therefore introduce new sources of light and glare. The addition of new lighting would be incremental, as the project site is surrounded by existing development with existing lighting. Furthermore, the project would comply with applicable Municipal Code regulations related to light control. Specifically, Section 24.423.010 of the Municipal Code requires that lighting fixtures be designed and selected to avoid excessive spillage of illumination onto public right-of-way and adjacent properties. Lighting improvements are also required to obtain design review approval subject to the provisions of Chapter 24.545.

Glare would incrementally increase on the project site through the introduction of exterior windows and vehicles. However, because vehicles would be parked in interior parking lots and closed garages, glare from vehicles would be shielded except when entering or exiting the site. The increase in reflected sunlight off the building's windows, and cars entering and exiting the project site, would not substantially increase glare compared to existing glare from surrounding buildings.

Although the project would create new sources of light and glare, these new sources would not be sufficiently substantial to adversely affect daytime or nighttime views in the area. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on 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 conversion of forest land to non-forest use?	☐	☐	☐	■

Environmental Setting

The project site is vacant and is surrounded by developed urban uses. The California Department of Conservation's (DOC) Important Farmland Finder identifies the project site as Urban and Built-Up Land (DOC 2022). The project site does not contain forest land or timberland.

Impact Analysis

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

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

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))?

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

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 conversion of forest land to non-forest use?

The project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (DOC 2022). The project site is zoned Coastal Mixed-Use Zone (CMXD) which, pursuant to Section 24.295.020 of the City's Municipal Code, precludes agricultural use. The project site is not held under Williamson Act or other land conservation contract, nor is it located adjacent to property zoned for agriculture; the nearest land zoned for agriculture is approximately 0.4-mile southeast of the project site, separated by residential uses and Highway 101/1 (DOC 2022). The project site does not contain land in timberland production, including any lands designated as forest land or timberland.

The project would not convert Farmland; conflict with agricultural zoning or a Williamson Act contract; result in the loss or conversion of agricultural land to non-agricultural use; conflict with existing zoning for forest land, timberland, or timberland zoned Timberland Production; or result in the loss of forest land or conversion of forest land to non-forest use. No impact would occur.

NO IMPACT

3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

An Air Quality and Greenhouse Gas Study was completed by Rincon Consultants, Inc. (Rincon) in February 2023, and updated in January 2025, which informs the analysis of potential impacts to air quality (Appendix A).

Overview of Air Pollution

The federal and state Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the United States Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for "criteria pollutants" and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic compounds (ROC), nitrogen oxides (NO_X), particulate matter with diameters of ten microns or less (PM_{10}) and 2.5 microns or less ($PM_{2.5}$), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between ROC and NO_X. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat

- Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products

Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and can also be divided into two major subcategories:

- On-road sources may be legally operated on roadways and highways
- Off-road sources include aircraft, ships, trains, and self-propelled construction equipment

Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

Project Setting

The project site is in the Ventura County portion of the South Central Coast Air Basin (Basin), which is comprised of Ventura, Santa Barbara, and San Luis Obispo counties. The regional climate in the Basin is characterized by warm summers, mild winters, infrequent seasonal rainfall, and moderate humidity, with the predominant wind patterns following a diurnal land/sea breeze cycle with typical daytime winds from the west. The Basin is designated nonattainment for the 8-hour federal and State ozone standard, federal hourly ozone standard, and State PM_{10} standards. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The analysis presented in this section is based upon information found in the VCAPCD 2003 *Ventura County Air Quality Assessment Guidelines* (2003 Guidelines).

Significance Thresholds

The 2003 Guidelines recommend specific air emissions criteria and threshold levels for determining whether a project may have a significant adverse impact on air quality within the Basin. The 2003 Guidelines consider operational air quality impacts to be significant if a project would generate more than 25 pounds per day of the ozone precursors ROC or NO_X. The 25 pounds per day threshold for ROC and NO_X is not intended to be applied to construction emissions since such emissions are temporary. Nevertheless, the 2003 Guidelines state that construction-related emissions should be mitigated if estimates of ROC or NO_X emissions from heavy-duty construction equipment exceed 25 pounds per day. Furthermore, a project with emissions exceeding two pounds per day of ROC or NO_X that is also found inconsistent with the AQMP would have a cumulatively considerable contribution to a significant cumulative air quality impact related to ozone. Inconsistent projects are typically those that cause the existing population to exceed the population forecasts contained in the most recently adopted AQMP. For the purposes of this analysis, the project would result in a significant impact if construction or operational emissions from the project would exceed 25 pounds a day of ROC or NO_X emissions.

VCAPCD has not established quantitative thresholds for particulate matter for either construction or operation. However, VCAPCD states that a project would have a significant impact if it would be reasonably expected to generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. In addition, VCAPCD recommends the fugitive dust mitigation measures described in Section 7.4.1 of the 2003 Guidelines be implemented as part of all project-related dust-generating operations and activities.

VCAPCD has not established quantitative thresholds for carbon monoxide for either construction or operation. However, VCAPCD states that a carbon monoxide hotspot screening analysis should be conducted for any project with indirect carbon monoxide emissions greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, Level of Service (LOS) E or F. A carbon monoxide hotspot screening analysis should also be conducted for any project-impacted roadway intersection at which a carbon monoxide hotspot might occur. If project emissions do not meet these criteria, then the project would have a less than significant impact related to carbon monoxide hotspots. However, if project emissions exceed these criteria and the screening analysis demonstrates there may be a carbon monoxide hotspot, VCAPCD recommends use of the CALINE4 model to determine whether the project would create or contribute to an existing carbon monoxide hotspot.

VCAPCD has not established a significance threshold for impacts related to Valley Fever. However, VCAPCD recommends consideration of the following factors that may indicate a project's potential to result in impacts related to Valley Fever:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils
- Virgin, undisturbed, non-urban areas
- Windy areas
- Archaeological resources probable or known to exist in the area (e.g., Native American midden sites)
- Special events (fairs, concerts) and motorized activities (motocross track, all-terrain vehicle activities) on unvegetated soil (non-grass)
- Non-native population (i.e., out-of-area construction workers)

Methodology

Criteria pollutant emissions for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29. CalEEMod allows for the use of default data (e.g., emission factors, trip lengths, meteorology, source inventory) provided by the various California air districts to account for local requirements and conditions, and/or user-defined inputs.

Modeled construction emissions include those generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and truck delivery trips. Construction of the project was analyzed based on the applicant-provided construction schedule and equipment list. Construction was modeled to begin in early 2026 with construction ending in February 2029, lasting approximately three years. Construction is anticipated to occur Monday through Saturday, with equipment operating for up to eight hours per day. CalEEMod defaults for horsepower and load factors were used. Project construction would require excavation of 1,200 CY of cut soil, used as fill on the site. Project construction would require 8,500 CY of soil import from off-site sources. The project would be leveled in one grading phase. It is estimated that all of the soils from grading activities would be balanced on site and would not result in a net soil export.

This analysis assumes that the project would comply with all applicable regulatory standards. In particular, the project would comply with VCAPCD Rule 55 to control fugitive dust emissions from

construction activities. This rule is modeled within CalEEMod by assuming that watering would occur twice a day. The project would also comply with VCAPCD Rule 74.2 which sets limits on the ROC content of architectural coatings. This rule is modeled within CalEEMod by assuming that non-flat coatings are limited to 50 grams per liter of ROC content, flat coatings are limited to 50 grams per liter of ROC content, and traffic marking coatings are limited to 100 grams per liter of ROC content.

In CalEEMod, operational sources of criteria pollutant emissions include area sources, energy, and mobile sources. Area source emissions are generated by landscape maintenance equipment; consumer products such as solvents and propellants contained in aerosol and non-aerosol products; pesticide application; and architectural coating. Emissions attributed to energy use include electricity and natural gas consumption for space and water heating. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of on-site development. The project was modeled using CalEEMod land use inputs that are most representative of the land uses that are part of the project. Because the project is a mixed-use development, several land uses (including Apartments Low Rise, Strip Mall, Fast Food Restaurant without Drive Thru, City Park, Parking Lot, Enclosed Parking Structure, and Other Non-Asphalt Surfaces) were modeled to accurately predict the emissions that would be generated by the project.

Mobile source emissions consist of emissions from vehicle trips generated by the project. The trip generation rates from the *Revised Traffic, Circulation and Parking Study* prepared by Associated Transportation Engineers (ATE) (2024) were used to estimate mobile source emissions. The apartments portion of the project are forecast 647 daily trips. The restaurant portion of the project is forecast to generate 268 daily trips. The retail commercial portion of the project is forecast to generate 1,097 daily trips. Based on the *Revised Traffic, Circulation and Parking Study*, the entire project is forecast to generate 2,012 daily trips.

Impact Analysis

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

A project would conflict with or obstruct implementation of the 2022 AQMP if it either induces population such that the population of Ventura exceeds the population forecast utilized in the AQMP, or if construction and operational emissions would exceed VCAPCD significance thresholds. The 2022 AQMP utilizes the Southern California Association of Government's (SCAG) population forecasts from the 2020 Regional Transportation Program/Sustainable Communities Strategy (RTP/SCS).

The project would result in the creation of 96 new housing units. Based on estimates from the California Department of Finance, Ventura has a current population of 107,569 and the average persons per household in the city is 2.46. As such, the project is anticipated to generate a population increase of approximately 236 residents.[5] The population growth forecasts in the 2020 RTP/SCS estimates Ventura's population would increase to 123,900 in 2045, which is an increase of 16,331 persons from Ventura's 2024 population count. Therefore, the project's population growth would be within the forecasted growth anticipated by the AQMP. In addition, the project is anticipated to result in approximately 51 new jobs. Based on 2017 employment data from the SCAG 2019 Local Profile for the city, there are approximately 61,233 jobs in Ventura. SCAG anticipates citywide employment will increase to 64,500 total jobs by 2045 (SCAG 2020). The project's

[5] 96 residential units x 2.46 persons per household = 236 residents.

anticipated 51 new jobs would be within SCAG's regional job growth projections. The project would not cause exceedances of the growth forecasts the 2022 Ventura County AQMP and therefore would not conflict with or obstruct implementation of the applicable air quality plan. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

Construction Impacts

Project construction would temporarily generate emissions associated with equipment and fugitive dust. Estimated maximum daily ROC, NO_X, carbon monoxide, SO_2, PM_{10}, and $PM_{2.5}$ construction emissions are shown in Table 4.

Table 4 Estimated Maximum Daily Construction Emissions (pounds per day)

	Maximum Emissions (lbs/day)					
Construction Phase	**ROC**	**NO_x**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Site Preparation						
Construction Year 2026	1	4	8	<1	<1	<1
Grading						
Construction Year 2026	2	20	18	<1	4	2
Building Construction						
Construction Year 2026	1	6	16	<1	3	1
Construction Year 2027	1	6	15	<1	3	1
Construction Year 2028	1	6	15	<1	3	1
Construction Year 2029	<1	3	7	<1	<1	<1
Paving						
Construction Year 2028	1	4	6	<1	<1	<1
Construction Year 2029	1	3	6	<1	<1	<1
Architectural Coating						
Construction Year 2028	1	1	2	<1	<1	<1
Construction Year 2029	1	1	2	<1	<1	<1
Maximum Daily Construction Emissions	**2**	**20**	**18**	**<1**	**4**	**2**
VCAPCD Regional Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

lbs/day = pounds per day; ROC = reactive organic compounds; NO_x = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_x = sulfur oxide

Notes: All emissions modeling was completed using CalEEMod. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results, which account for compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions. Maximum daily construction emissions are the highest total emissions from a construction phase or overlapping construction phases. Emissions from overlapping construction phases are added together.

Refer to Appendix A for modeling results.

As shown in Table 4, construction emissions would not exceed the VCAPCD threshold of 25 pounds per day. The project would also be required to comply with VCAPCD Rule 55, which requires construction BMPs to control dust emissions during ground disturbing activities. BMPs include, but are not limited to, watering soil stockpiles two times per day, securing soil stockpiles with tarps, and prevention of soil track-out from unpaved project sites. Project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation. This impact would be less than significant.

Operation

Operational emissions are comprised of area source emissions, energy emissions, and mobile source emissions. Table 5 summarizes the project's operational emissions by source.

Table 5 Project Operational Emissions

	Maximum Daily Emissions (lbs./day)					
Emission Source	**ROC**	**NO_X**	**CO**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Area	2	<1	10	<1	<1	<1
Energy	<1	1	<1	<1	<1	<1
Mobile	10	10	89	<1	25	7
Total Project Emissions	**12**	**11**	**99**	**<1**	**25**	**7**
VCAPCD Regional Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	**No**	**No**	**N/A**	**N/A**	**N/A**	**N/A**

lbs/day = pounds per day; ROC = reactive organic compounds; NO_X = nitrogen oxide; CO = carbon monoxide; PM_{10} = particulate matter with a diameter no more than 10 microns; $PM_{2.5}$ = particulate matter with a diameter no more than 2.5 microns; SO_2 = sulfur dioxide.

Notes: Area, energy, and mobile emissions modeling was completed using CalEEMod. Some numbers may not add up due to rounding. Emission data is pulled from "mitigated" results that include compliance with regulatory compliance measures. Emissions presented are the highest of the winter and summer modeled emissions.

Refer to Appendix A for modeling results.

As shown in Table 5, project operation would not exceed the VCAPCD 25 pounds per day emissions thresholds for ROC and NO_X. Therefore, operation of the project would not 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. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Sensitive receptors are members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. The sensitive receptors closest to the project site are single family homes adjacent to the western boundary of the project site along Pierpont Boulevard. VCAPCD states that localized air quality impacts to sensitive receptors typically result from fugitive dust, carbon monoxide, toxic air contaminants, and entrained fungal spores that cause Valley Fever. The project's impacts related to each of these pollutants are detailed below.

Fugitive Dust

As discussed under Threshold (b), the project would implement the VCAPCD fugitive dust control measures described in Section 7.4.1 of the 2003 Guidelines as part of all project-related dust-

generating operations and activities. These measures address both PM_{10} and $PM_{2.5}$ emissions from construction activities. Implementation of these fugitive dust control measures would minimize the potential for project construction to expose sensitive receptors to substantial pollutant concentrations. Impacts related to fugitive dust would be less than significant.

Carbon Monoxide

VCAPCD states that a carbon monoxide hotspot screening analysis should be conducted for any project with indirect carbon monoxide emissions greater than the applicable ozone project significance thresholds (i.e., 25 pounds per day) that may significantly impact roadway intersections currently operating at, or that are expected to operate at, LOS E or F. As shown in Table 5, operational carbon monoxide emissions would be greater than 25 pounds per day. Therefore, a carbon monoxide hotspot screening analysis was performed for the project.

Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of carbon monoxide, known as carbon monoxide hotspots. A project's localized air quality impact is considered significant if carbon monoxide emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and State eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (LOS E or worse). According to the *Revised Traffic, Circulation, and Parking Study* prepared by ATE (Appendix D), all studied intersections currently operate at LOS D or better. Following construction, the studied intersections would continue to operate at LOS D or better. As the project would not cause nearby intersections to be severely congested (LOS E or worse), the project would not result in a carbon monoxide hotspot. In addition, the existing carbon monoxide levels in Ventura County have been historically low enough that VCAPCD monitoring stations throughout the county ceased monitoring ambient carbon monoxide concentrations in March and July 2004.

Since ambient carbon monoxide concentrations in the county are relatively low, and because the project would not result in a substantial addition of traffic or congestion to any area intersection, the project would not result in a carbon monoxide hotspot. This impact would be less than significant.

Toxic Air Contaminants

Construction-related activities would result in temporary project-generated emissions of diesel particulate matter (DPM) exhaust emissions from off-road, heavy-duty diesel equipment for demolition, site preparation, trenching, infrastructure installation, paving, and other construction activities. DPM was identified as a toxic air contaminant (TAC) by CARB in 1998.

Generation of DPM from construction projects typically occurs in a single area for a short period of time. Construction of the project would occur in phases over approximately three years. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning a longer exposure period would result in a higher exposure level for the maximally exposed individual (MEI). The risks estimated for a maximally exposed individual are higher if a fixed exposure occurs over a longer period. Young children are more sensitive to exposure to some carcinogens than adults. Therefore, the California Office of Environmental Health Hazard Assessment has implemented age sensitivity factors that take into account the increased sensitivity of children during early development stages (i.e., third trimester exposure to 16 years). Given the age

sensitivity factors, exposure at a young age to even short-term projects have the potential to result in substantial risk exposure.

The maximum daily PM_{10} emissions would range from less than 0.02 to 0.66 lbs/day of exhaust (DPM), with the maximum emissions occurring during grading activities. The project would be required to comply with the CARB Air Toxics Control Measure, which limits diesel powered equipment and vehicle idling to no more than five minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation, which sets requirements for off-road diesel-powered construction vehicle efficiencies including the use of best available control technology to minimize DPM emissions. Compliance with these requirements would minimize emissions of TACs during construction. However, given the construction area is adjacent to sensitive receptors to the south and southwest, impacts from TACs could be potentially significant given wind direction and pollutant disposition. Therefore, mitigation is required.

The project would not include any stationary sources of air pollution once operational. Therefore, impacts related to TAC emissions from stationary sources would be less than significant.

San Joaquin Valley Fever

Construction activities, including site preparation and grading, would have the potential to release *Coccidioides immitis* spores. The population of Ventura has been and would continue to be exposed to Valley Fever from agricultural and construction activities occurring throughout the region, not just from construction of the project. In addition, substantial increases in the number of reported cases of Valley Fever tend to occur only after major ground-disturbing events such as the 1994 Northridge earthquake. Construction of the project would not result in a comparable major ground disturbance. In addition, because of the compliance with VCAPCD Rule 55 (Fugitive Dust), the project would not release a large number of spores. The project would involve grading of previously disturbed soils in an urban area, which block the deposit of fungal spores. It is anticipated that construction workers would be from the local or regional area and would therefore have previous exposure to and immunity from Valley Fever.

Overall, construction of the project would not result in a substantial increase in entrained fungal spores that cause Valley Fever above existing background levels and impacts related to Valley Fever would be less than significant.

Mitigation Measure

AQ-1 Construction Emissions Reduction

Prior to issuance of grading permits, the following measures shall be noted on all construction plans and implemented during construction:

- All mobile off-road equipment (wheeled or tracked) greater than 50 horsepower used during construction activities shall meet the USEPA Tier 4 interim standards. Tier 4 certification can be for the original equipment or equipment that is retrofitted to meet the Tier 4 interim standards.
- Alternative Fuel (natural gas, propane, electric, etc.) construction equipment shall be incorporated where available. These requirements shall be incorporated into the contract agreement with the construction contractor. A copy of the equipment's certification or model year specifications shall be available upon request for all equipment on-site.

- Electricity shall be supplied to the site from the existing power grid to support the electric construction equipment. If connection to the grid is determined to be infeasible for portions of the project, a non-diesel fueled generator shall be used.

Significance After Mitigation

Mitigation Measure AQ-1 would require the use of off-road diesel-powered construction equipment that meets or exceeds the most stringent and environmentally protective CARB and USEPA Tier 4 off-road emissions standards, or alternatively fueled equipment which would substantially reduce DPM emissions. The Tier 4 standards reduce DPM emissions by approximately 81 to 96 percent as compared to equipment that meet the Tier 2 off-road emissions standards, depending on the specific horsepower rating of each piece of equipment. Thus, with implementation of Mitigation Measure AQ-1, construction activities would not expose sensitive receptors to substantial TAC concentrations. Construction-related health impacts would be reduced to a less than significant level. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The occurrence and severity of potential odor impacts depend on numerous factors: the nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

For construction activities, odors would be short-term in nature and are subject to VCAPCD Rule 51 Nuisance, which prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. This includes minimizing odors from the project site. Construction activities would be temporary and transitory and associated odors would cease upon construction completion. Accordingly, the project would not create objectionable odors affecting a substantial number of people during construction, and short-term impacts would be less than significant.

Land uses and industrial operations known to emit objectionable odors include wastewater treatment facilities, food processing facilities, coffee roasters, fiberglass operations, refineries, feed lots/dairies, and composting facilities. The project includes residential and commercial uses, neither of which is associated with types of operations that emit objectionable odors. The project would not directly or indirectly generate any objectionable odors or other emissions that would adversely affect a substantial number of people.

LESS THAN SIGNIFICANT IMPACT

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4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or 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, or 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?	☐	☐	☐	■

Environmental Setting

A pedestrian survey around the perimeter of the site was conducted in November 2024 by Greg Martin, Rincon Consultants. Desktop searches of the California Natural Diversity Database and California Native Plant Survey were also conducted in January 2025 (see Appendix F for results). The project site is undeveloped vacant land located in an urban area of Ventura. The surrounding properties are developed with residential and commercial land uses, and Highway 101/1. 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 (California Department of Fish and Wildlife [CDFW] 2023).

Impact Analysis

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

The project site is undeveloped and covered primarily by non-native annual grassland and ruderal/disturbed and developed areas (Appendix F). The site is in an urban area of Ventura. Due to previous site disturbance, surrounding development, and lack of potential habitat, there is a low potential for candidate, sensitive, or special status species to be present on the project site.

Street trees which are present on Harbor Boulevard and Seaward Avenue, and trees located behind the residential properties on Pierpont Boulevard along the southwestern edge of the site, could provide nesting habitat for migratory birds. Migratory nongame native bird species are protected by the federal Migratory Bird Treaty Act and Sections 3503, 3503.5, and 3513 of the California Fish and Game Code. These regulations prohibit take of all birds and prohibit the take, possession, or destruction of active nests or eggs. These regulations protect raptors and other migratory nongame birds.

Project-related construction activities could have the potential to indirectly affect nesting birds due to noise, vibration, and dust. Therefore, project related impacts related to special status species would be potentially significant and mitigation would be required.

Mitigation Measures

BIO-1 Nesting Bird Avoidance

If construction occurs during the bird breeding season (February 1 to September 15), a preconstruction nesting bird survey shall be conducted to determine the presence/absence and locations of nesting birds. The nesting bird survey shall be conducted by a qualified avian biologist no more than 14 days prior to the start of project-related activities. The nesting bird survey shall be conducted on foot inside the boundaries of the project site, including a 100-foot buffer which shall be extended to a 300-foot buffer for raptors. In inaccessible areas (e.g., private lands), the survey shall be conducted from afar using binoculars to the extent feasible.

If an active bird nest is found during the nesting bird survey, an avoidance buffer (with its size dependent on the species, the proposed work activity, and existing disturbances associated with land uses outside the project site) shall be established surrounding the nest(s) and flagged for avoidance until the nest becomes inactive (i.e., nest is vacated, juveniles have fledged, left the area,

are no longer being fed by the parents, and there is no evidence of a second nesting attempt). The size of the avoidance buffer shall be determined in coordination with a qualified avian biologist. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is completed, and the young have fledged the nest. Encroachment into the buffer shall occur only at the discretion of the qualified biologist. The avoidance buffer area for nesting birds may be reduced upon the approval of the avian biologist as determined by the species nesting and the activity being conducted.

Significance After Mitigation

Mitigation Measure BIO-1 would require a preconstruction nesting bird survey prior to construction occurring during the bird breeding season, and establishes procedures to follow if an active bird nest is found, including the establishment of an avoidance buffer. These measures would ensure nesting birds would not be adversely affected, reducing impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

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?

The project site is undeveloped and lacks water bodies capable of supporting riparian habitat, sensitive natural communities, or wetlands. The City does not identify riparian habitat on the project site (City of Ventura 2005). Surrounding areas are developed with residential and commercial land uses and do not contain riparian habitat, sensitive natural communities, or wetlands. The project would not have a substantial adverse effect on any riparian habitat, sensitive natural community, or on state or federally protected wetlands. There would be no impact.

NO IMPACT

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

The project site is in an urban area and the surrounding area is fully developed with commercial uses, residential uses, and Highway 101/1. Due to the project's urbanized nature and surrounding development, the project site is not an established wildlife corridor, and no habitat exists which would be suitable to native fish species.

Existing trees and bushes bordering the project site could potentially serve as habitat for migratory birds. Construction activities that would increase noise, vibration, and dust have the potential to disturb migratory birds. However, implementation of Mitigation Measure BIO-1 would require preconstruction nesting bird survey prior to construction occurring during bird breeding season and would enforce standard procedures if an active bird nest is found, including the establishment of an avoidance buffer. Implementation of Mitigation Measure BIO-1 would reduce potential impacts to migratory birds to a less than significant level. Therefore, the project would not interfere substantially with the movement of a native resident or migratory fish or wildlife species, or with

established wildlife corridors, or impede the use of native wildlife nursery sites. This impact would be less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

City Municipal Code Chapter 20.150 provides tree protection and removal guidelines applicable to street trees. The project site includes street trees on its northeastern and southeastern boundaries along Harbor Boulevard and Seaward Avenue; however, these street trees would be retained throughout construction and operation of the project. The project would not include the removal of trees, including native tree species. As the project would not conflict with the City's local policies or ordinances protecting biological resources, including tree preservation policies, there would be no impact.

NO IMPACT

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

The project site is not within an area subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved conservation plans (CDFW 2025). Therefore, no impact would occur.

NO IMPACT

5 Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

A Cultural Resources Assessment (CRA) was completed by Rincon in December 2022 and updated in December 2024, which included a cultural resources records search, archival and background research, and field survey. The CRA informs the analysis of potential impacts to cultural resources and is included as Appendix G of this IS-MND.

Environmental Setting

Based on historical topographic maps from 1904, the site was paved with a concrete pad used for parking between 2003 and 2005 in the southwestern most corner of the site that has since been demolished and the remainder of the site has not been previously developed. The site has been heavily disturbed by the construction of adjacent roadways and surrounding commercial/residential developments, as evidenced by intermixed native soils, imported gravels, and steep, cut slopes along the northern and eastern boundaries of the parcel. The project site is not on or near any site listed in the National Register of Historic Places, California State Historical Landmarks, or California Historical Resources (CRHR) or Points of Interest and does not contain any key local historical or cultural sites designated by the City of Ventura.

Impact Analysis

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

On October 4, 2022, Rincon Consultants performed a cultural resources records search for the project site and vicinity (within a 0.5-mile radius) at the California Historical Resources Information System Information Center at California State University, Fullerton. Based on the results of the cultural resources records search, no known cultural resources were identified on or adjacent to the project site.

The project site does not contain resources listed in the National Register of Historic Places or the CRHR or which meet the criteria for listing in either register. Consequently, no impact to historical resources would occur.

NO IMPACT

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

Section 15064.5 of the *CEQA Guidelines* defines significant archaeological resources as resources that meet the criteria for historical resources or resources that constitute unique archaeological resources. A significant impact could occur if the project would significantly affect archaeological resources that fall under either of these categories.

No known cultural resources were identified on or adjacent to the project site. Due to the history of disturbance in the project site and the lack of archaeological resources identified by the records searches, the project site is considered to have low sensitivity for intact archaeological resources (Appendix G). Despite this, and although there are no documented archaeological resources on the site, there is still the potential for unanticipated archaeological resources to be discovered during ground disturbing construction activities because disturbed soils can still contain subsurface archaeological resources that are significant but have not yet been discovered. Impacts would be potentially significant, and mitigation is required.

Mitigation Measure

CR-1 Unanticipated Discovery of Cultural Resources

In the event archaeological resources or archaeological resources of Native American origin are unexpectedly encountered during ground-disturbing activities, work within 50 feet of the find shall halt and an archaeologist meeting or exceeding the Secretary of the Interior's Professional Qualifications Standards for Archeology (NPS 1983) shall be contacted immediately to evaluate the resource. If the resource is determined by the qualified archaeologist to be prehistoric or of Native American heritage, a Native American representative shall also be contacted to participate in the evaluation of the resource. If the qualified archaeologist and/or Native American representative determines it to be appropriate, archaeological testing for CRHR eligibility shall be completed. If the resource is determined to be eligible for the CRHR and significant impacts to the resource cannot be avoided via project redesign, the qualified archaeologist shall prepare a data recovery plan tailored to the physical nature and characteristics of the resource, per the requirements of CCR Guidelines Section 15126.4(b)(3)(C). The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any potential significant impacts to the resource. The data recovery plan shall identify data recovery excavation methods, measurable objectives, and data thresholds to reduce any significant impacts to cultural resources related to the resource. Pursuant to the data recovery plan, the qualified archaeologist and Native American representative, as appropriate, shall recover and document the scientifically consequential information that justifies the resource's significance. The City shall review and approve the treatment plan and archaeological testing, as appropriate, and the resulting documentation shall be submitted to the regional repository of the CHRIS, per CCR Guidelines Section 15126.4(b)(3)(C).

If the City, in consultation with traditionally and culturally affiliated Native American group(s), determines the resource is a tribal cultural resource and thus significant under CEQA, a mitigation plan shall be prepared and implemented in consultation with traditionally and culturally affiliated

Native American group(s). The plan shall include measures to ensure the find is treated in a manner that respectfully retains, to the degree feasible, the qualities that render the resource of significance to the local Native American group(s). Examples of appropriate mitigation for tribal cultural resources include, but are not limited to, avoidance, protecting the cultural character and integrity of the resource, protecting traditional use of the resource, protecting the confidentiality of the resource, or heritage recovery.

Significance After Mitigation

Implementation of Mitigation Measure CR-1 would reduce potential impacts to less than significant by ensuring any subsurface archaeological resources are identified and evaluated. Should any identified resources be identified as eligible for the CRHR, those resources would be avoided or appropriate measures, such as data recovery, would be identified on a case by case basis.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

A significant impact would occur if previously interred human remains are disturbed during grading of the project site. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to occur in the project site vicinity, the possibility exists that human remains could be encountered during ground disturbing activities of construction. Pursuant to California Health and Safety Code Section 7050.5, if human remains are found the County Coroner shall be contacted immediately and no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If human remains are determined to be of Native American origin, the County Coroner shall notify the Native American Heritage Commission (NAHC) which would identify and notify a Most Likely Descendant (MLD). The MLD has 48 hours from being granted access to the project site to make recommendations for the disposition of the remains. If the MLD does not make a recommendation within the 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to procedures required through California Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, impacts to human remains, including those interred outside of formal cemeteries, would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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6 Energy

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

Environmental Setting

Electricity and Natural Gas

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2022). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 30 percent imported from the northwest and southwest in 2021; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2022a; CEC 2022b). In addition, approximately 33.6 percent of California's electricity supply in 2021 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2022a). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Electricity and natural gas service would be provided to the project by SCE and SoCalGas, respectively. Table 6 summarizes the electricity and natural gas consumption for Ventura County, and for SCE and SoCalGas, as compared to statewide consumption.

Table 6 2020 Electricity and Natural Gas Consumption

Energy Type	Ventura County	Energy Provider	California	Proportion of Energy Provider Consumption	Proportion of Statewide Consumption
Electricity (GWh)	5,559	85,870 (SCE)	28,7826	6.5%	2.0%
Natural Gas (millions of therms)	170	5,026 (SoCalGas)	11,711	3.4%	1.5%

GWh = gigawatt-hours

[1]For reference, the population of Ventura County is approximately 2.1 percent of the population of California (39,185,605 persons) (California Department of Finance [DOF] 2022)

Source: CEC 2022

Petroleum

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California listed as one of the top petroleum-producing states in the nation (CEC 2022c). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most utilized transportation fuel in California with approximately 13.6 billion gallons sold in 2020 (CEC 2024). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most utilized fuel in California with 2.3 billion gallons sold in 2020 (CEC 2024). Table 7 summarizes the petroleum fuel consumption for Ventura County, as compared to statewide consumption.

Table 7 2023 Annual Gasoline and Diesel Consumption

Fuel Type	Ventura County (million gallons)	California (million gallons)	Proportion of Statewide Consumption[1]
Gasoline	302	13,576	2.2%
Diesel	37	2,316	1.6%

[1] For reference, the population of Ventura County is approximately 2.1 percent of the population of California (39,185,605 persons) (DOF 2022)

Source: CEC 2024

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources release criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 0, ***Error! Not a valid bookmark self-reference.***, respectively.

Impact Analysis

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

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

Construction

Development of the project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of 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, and vehicles used to deliver materials to the site. As shown in Table 8, project construction would require approximately 102,887 gallons of gasoline and approximately 112,451 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption During Construction

	Gasoline	Diesel
Construction Equipment and Hauling Trips	–	112,451
Construction Worker Vehicle Trips	102,887	–

Source: Appendix B

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the current CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction.

Operation

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by residents, customers, and employees. Table 9 shows the project's estimated annual operational energy consumption.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption
Transportation Fuels	
Gasoline	57,152 gallons
Diesel	12,057 gallons
Electricity	0.94 GWh
Natural Gas Usage	0.02 million therms

Source: Appendix A; Appendix B

The project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated buildings constructed in California. The California Energy Code applies to the building envelope, space-conditioning systems, and water heating and lighting systems of buildings and appliances, and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements including appliances, water and space heating and cooling equipment, and insulation for doors, pipes, walls, and ceilings. The CEC emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures.

The project would be required to adhere to these energy-saving regulations. In addition, in the interest of both environmental awareness and cost efficiency, project residents and businesses would reasonably be expected to not utilize fuel in a manner that is wasteful, inefficient, or unnecessary. As a result, energy use at the site would be consistent with state energy regulations regarding energy conservation.

The project would not result in the wasteful, inefficient, or unnecessary consumption of energy or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. 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 wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

A Geotechnical Engineering Investigation was completed by NorCal Engineering in April 2010, which informs the analysis of potential impacts related to geology and soils and is included as Appendix C to this IS-MND.

Environmental Setting

Ventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The region, like the greater southern California region, is seismically active and is subject to severe ground shaking from a number of faults in the region. The closest faults to the project site include the Ventura-Foothill Fault approximately 0.9-mile north, the Oak Ridge fault approximately 1.39 miles southeast, and the McGrath fault approximately 1.88 miles southeast (City of Ventura 2005).

Impact Analysis

a.1. 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project site is not within an Alquist-Priolo Earthquake Fault Zone (DOC 2021; Appendix C). Although the project site is subject to ground shaking associated with active and/or potentially active faults in the region, project construction and operation would not involve components which require deep excavations, or boring of large areas that could create unstable seismic conditions or stresses in the Earth's crust. The project would be constructed in accordance with the California Building Code (CBC), which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05. In addition, CBC standards regulate procedures for soil preparation, including, but not limited to: excavation, grading and earthwork, fills and embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. The City's Municipal Code Chapter 12.115 formally adopts the CBC and requires additional seismic safety measures. Compliance with these requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Since the project would not exacerbate geologic hazards and would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. 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?

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?

The project site is within a liquefaction hazard zone as defined by the DOC and City (DOC 2021; City of Ventura 2024; Appendix C). The project site is primarily underlain by Camarillo loam with a small portion of fill soils located in the southeastern corner of the project site (United States Department

of Agriculture [USDA] 2022). According to the USDA's Web Soil Survey, Camarillo loam contains approximately 14.3 percent clay (USDA 2022). The City considers the project site to have a low to moderate soil expansion potential (City of Ventura 2005). Seismic-induced settlements would be estimated to be less than one inch and would occur uniformly across the site (Appendix C)

In accordance with the City's General Plan Action 7.7, project proponents are required to perform geotechnical evaluations and implement mitigation as identified within geotechnical evaluations prior to the development of any site (City of Ventura 2005). The project would be required to comply with this action, given the liquefaction risk and moderate expansion potential of soils on the project site (City of Ventura 2005). Consequently, geologic hazards associated with liquefaction and/or expansive soils would be minimized through required implementation of recommendations included within the 2010 geotechnical evaluation, which include recommendations related to foundation and footing design, grading procedures, and soil preparation. Furthermore, compliance with the CBC would reduce potential ground shaking hazards on the project site (Appendix C).

Since the project would not exacerbate geologic hazards on the site and would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or create substantial direct or indirect risks to life or property due to being on an expansive soil, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is relatively flat, with a slight upward slope from southwest to northeast, and there are no substantial slopes on or near the site. The project site is not near any foothills or other potential landslide areas as defined by the City (City of Ventura 2005). Therefore, the project would not expose people or structures to potential adverse effects resulting from landslides and no impact would occur.

NO IMPACT

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

Project construction would result in ground disturbance activities, which could create the potential for soil erosion and loss of topsoil. The federal Clean Water Act requires compliance with the NPDES Construction General Permit for projects disturbing more than one acre during construction. Because the entire 5.61-acre project site would be disturbed during project construction, the project would be subject to the NPDES Construction General Permit, which requires the development of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include BMPs to control erosion and sediment release. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil materials. Additionally, the project would be required to implement design standards and procedures which would minimize erosion in compliance with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*. These include, but are not limited to, inspections of vegetated swales for erosion damage and replacement of dead vegetation prior to the wet season to maintain cover density and control erosion on exposed soils (County of Ventura 2018). Regulatory compliance and adherence to BMPs would minimize potential for soil erosion.

Following construction, implementation of the aforementioned BMPs and measures included in the California Stormwater Quality Association Stormwater BMP handbook, such as preservation of

existing vegetation and adding mulching, would reduce potential soil erosion during project operation (City of Ventura 2024j). As further discussed in Section 10, *Hydrology and Water Quality*, the proposed project would be required to control pollutant discharge by implementing BMPs during project operation to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. The continued use of BMPs and measures included in the California Stormwater Quality Association Stormwater BMP handbook would aid in erosion control during the operation of the project.

With implementation of BMPs during both construction and operation, the project would not result in substantial soil erosion, or the loss of topsoil. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

As stated under Threshold (a.4), the project site is flat and does not abut steep slopes and therefore the project would not induce a landslide. The project would be required to comply with the CBC minimum standards for structural design and site development. This includes standards for excavation, grading, fills, embankments, expansive soils, foundation investigations, liquefaction potentials, and soil strength. Incorporation of required CBC soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in excavation and construction plans would ensure site-specific soil conditions achieve accepted safety standards relative to soil stability. As stated under Thresholds (a.3; d), the project applicant would be required to implement the recommendations included within the geotechnical investigation (Appendix C). In turn, this would minimize the risk of lateral spreading, subsidence, liquefaction, or collapse. Through regulatory compliance and implementation of recommendations within the geotechnical investigation, the project would not increase the potential for landslide, lateral spreading, subsidence, or collapse, or result in adverse effects to expansive soils. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would connect to the City of Ventura Wastewater Division's sewer system underlying Seaward Avenue. Therefore, the project would not require the use of septic tanks or an alternative wastewater disposal system. There would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The City of Ventura General Plan does not identify paleontological resources within the city (City of Ventura 2005). The project site is in an urbanized area within the city and fill soil comprises the upper 5.5-feet of the ground and the rest is comprised of native soil (Appendix C). The site is underlain by Pleistocene-Holocene age soils which are comprised of alluvium, lake, playa, and terrace depositions both consolidated and semi-consolidated. The soils are considered mostly

nonmarine but include marine deposits near the coast (DOC 2015). Given the nature of the project and existing site conditions, project-related ground disturbance would occur in some areas previously disturbed by construction equipment. However, construction activities would also occur in undisturbed areas on the project site along the northeast boundary. Although unlikely, construction activities that disturb surface or subsurface geologic formations greater than five feet below the surface, such as grading and excavation, could result in the destruction, damage, or loss of scientifically important paleontological resources or unique geologic features. Therefore, impacts would be potentially significant, and mitigation is required.

Mitigation Measures

GEO-1 Paleontological Worker Environmental Awareness Program

Prior to the start of construction, a Qualified Professional Paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards, or his or her designee shall conduct a paleontological Worker Environmental Awareness Program training for all construction personnel participating in subsurface excavation regarding unanticipated discoveries and the procedures for notifying paleontological staff should fossils be discovered by construction staff. A training acknowledgment form shall be signed by all workers who receive the training, and a copy of the signed training acknowledgement form shall be retained by the project applicant and provided to the City.

GEO-2 Unanticipated Discovery of Paleontological Resources

The City shall require the following mitigation measure for all projects involving ground disturbance of sediments that may have high paleontological sensitivity (i.e., sediments greater than five feet below the surface) in order to mitigate potential impacts to unanticipated paleontological resources discovered during project construction:

- The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist as defined by the Society of Vertebrate Paleontology (SVP; 2010). If the find is determined to be scientifically significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which shall include fossil salvage, laboratory preparation, curation in a paleontological repository, and a paleontological monitoring report. Additionally, the Qualified Professional Paleontologist and City shall decide if full- or part-time monitoring shall be instated for further project-related excavations. A Qualified Professional Paleontologist, is defined by the SVP (2010) as an individual with:
    - A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
    - At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
    - Proficiency in recognizing fossils in the field and determining their significance.

- Expertise in local geology, stratigraphy, and biostratigraphy.
- Experience collecting vertebrate fossils in the field.

Significance After Mitigation

Mitigation Measures GEO-1 and GEO-2 require construction personnel to be trained to identify paleontological resources, and outline what to do in the event paleontological resources are discovered. Implementation of these mitigation measures would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	■	☐

An Air Quality and Greenhouse Gas Study was completed by Rincon in February 2023 and updated in January 2025, which informs the entire analysis of potential impacts to greenhouse gas emissions (Appendix A).

Overview of Climate Change and Greenhouse Gas Emissions

Gases that trap heat in the atmosphere are known as GHGs. GHGs allow sunlight to enter the atmosphere but trap a portion of the outward-bound infrared radiation that warms the air. The process is similar to the effect greenhouses have in raising the internal temperature of the structure. Both natural processes and human activities emit GHGs. The accumulation of GHGs in the atmosphere regulates the Earth's temperature, but emissions from human activities (such as fossil fuel-based electricity production and the use of motor vehicles) have elevated the concentration of GHGs in the atmosphere. The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO_2), methane, nitrous oxides , fluorinated gases such as hydrofluorocarbons and perfluorocarbons , and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

Methodology

GHG emissions for project construction and operation were calculated using the California Emissions Estimator Model (CalEEMod), Version 2022.1.1.29, with assumptions described under Section 3, *Air Quality*. For the purposes of this GHG analysis, it was assumed the project would have a 30-year lifetime. Construction emissions were amortized over the project's estimated 30-year lifetime as construction emissions are confined to a relatively short period of time in relation to the overall life of the project.

According to the VCAPCD Initial Study Assessment Guidelines, VCAPCD has not yet adopted a threshold of significance for GHG emissions from land use development projects, nor has the VCAPCD developed its own method of determining significance in the area of project GHG emissions. The Guidelines state,

> *When adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." CEQA Guidelines § 15064.7(c).*

According to *CEQA Guidelines* Section 15183.5, project analysis can tier from a qualified GHG reduction plan, which allows for project-level evaluation of GHG emissions through the comparison of the project's consistency with the GHG reduction policies included in a qualified GHG reduction plan. This approach is considered by the Association of Environmental Professionals in their white paper, *Beyond Newhall and 2020*, to be the most defensible approach presently available under CEQA to determine the significance of a project's GHG emissions. The City of Ventura General Plan identifies policies that establish GHG emissions reduction measures; however, it does not constitute a verified climate action plan consistent with state guidance and applicable GHG protocols. However, the State's 2022 Scoping Plan and SCAG's Connect SoCal provide targets for reducing GHG emissions consistent with state guidance and protocols. Using the GHG Reduction Strategy, a qualitative evaluation of the project's compliance with emission reduction standards outlined in this report are used to determine significance.

Impact Analysis

a. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

b. Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? Construction and operation of the project would generate GHG emissions. This analysis considers the combined impact of GHG emissions from both construction and operation for informational purposes.

Construction Emissions

Project construction would generate temporary GHG emissions primarily from the operation of construction equipment on site, as well as from vehicles transporting construction workers to and from the project site and heavy trucks to transport building materials.

Construction activities for the project would generate an estimated 1,335 MT of CO_2e, as shown in Table 10. Amortized over a 30-year period, construction of the project would generate approximately 45 MT of CO_2e per year.

Table 10 Estimated Construction GHG Emissions

Year	Annual Emissions (MT of CO_2e/year)
2026	520
2027	542
2028	148
2029	125
Total Emissions	**1,335**
Amortized Over 30 Years	45

MT CO_2e = metric tons of carbon dioxide equivalent
Refer to Appendix A for modeling results

Operational and Total Emissions

Operation of the project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips, and wastewater and solid waste generation.

As shown in Table 11, when combined with amortized construction emissions, the project would result in 4,585 MT of CO_2e per year.

Table 11 Combined Annual Emissions of Greenhouse Gases

Emission Source	Annual Emissions (MT of CO_2e/year)
Construction	
Total amortized over 30 years	**45**
Operation	
Area	3
Energy	341
Mobile	4,145
Solid Waste	32
Water	18
Refrigeration	1
Total Project Emissions	**4,585**

MT CO_2e = metric tons of carbon dioxide equivalent

The project's consistency with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs are described below.

2022 Scoping Plan

The principal State plan to monitor and regulate GHGs is Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006, which was followed by Senate Bill (SB) 32. The quantitative goal of AB 32 was to reduce GHG emissions to 1990 levels by 2020. According to CARB, California achieved its 2020 GHG emission reduction target in 2016. The goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030. Pursuant to SB 32, the Scoping Plan was created to outline goals and measures for the state to achieve the reductions, the latest iteration of which is the 2022 Scoping Plan. The 2022 Scoping Plan focuses on outcomes needed to achieve carbon neutrality by assessing paths for clean technology, energy deployment, natural and working lands, and others, and is designed to meet the state's long-term climate objectives and support a range of economic, environmental, energy security, environmental justice, and public health priorities.

The project would be consistent with these goals through project design, which includes complying with the latest Title 24 Green Building Code and Building Efficiency Energy Standards and installation of solar panels. The project includes 17 passenger vehicle spaces for electric vehicle charging and water efficient fixtures to conform to state water conservation requirements. The project would be served by SCE, which is required to increase its renewable energy procurement in accordance with SB 100 targets. The project site is located within walking distance of bus stops at the intersection of Seaward Avenue and Thompson Boulevard serviced by Gold Coast Transit Line 16, promoting use of public transportation. Therefore, the project would be consistent with GHG emission reduction strategies contained in the 2022 Scoping Plan.

Connect SoCal 2024

SCAG's *Connect SoCal 2024* is forecasted to help California reach its GHG reduction goals. According to *Connect SoCal 2024*, the updated target for the SCAG region is 19 percent below 2005 per capita emissions levels by 2035, consistent with the 2020-2045 RTP/SCS. *Connect SoCal 2024* includes implementation strategies for focusing growth near destinations and mobility options, promoting diverse housing choices, leveraging technology innovations, supporting implementation of sustainability policies, and promoting a green region. The project's consistency with *Connect SoCal 2024* is discussed in Table 12. As shown therein, the project would be consistent with the GHG emission reduction strategies contained in *Connect SoCal* 2024.

Table 12 Consistency with Applicable SCAG Connect SoCal 2024 Strategies

Strategy/Action	Project Consistency
Transit and Multimodal Integration ▪ Encourage residential and employment development in areas surrounding existing and planned transit/rail stations.	**Potentially Consistent.** The project is a mixed-use development with multi-family housing, retail commercial space, and a café that would replace undeveloped land with a mix of land uses in an urbanized area near residential development along Pierpont Boulevard and commercial uses along Seaward Avenue and Harbor Boulevard. The project site is located within walking distance of bus stops at the intersection of Seaward Avenue and Thompson Boulevard for Gold Coast Transit Line 16, which provides transportation from Ventura Transit Center to Ojai. The project would also be within walking and biking distance of existing residential and commercial uses and would provide bicycle parking and bicycle lockers on the site. Therefore, the project would encourage residential and employment development near existing transit.
Priority Development Areas ▪ Promote the growth of origins and destinations, with a focus on future housing and population growth, in areas with existing and planned urban infrastructure that includes transit and utilities ▪ Promote the growth of origins and destinations, in areas with a proclivity toward multimodal options like transit and active transportation, to reduce single occupant vehicle (SOV) dependency and vehicle miles traveled ▪ Seek to realize scale economies or a critical mass of jobs and destinations in areas across the region that can support non-SOV options and shorter trip distances, combined trips and reduced vehicle miles traveled.	**Consistent.** The project is a mixed-use development with multi-family housing, retail commercial space, and a café that would replace undeveloped land with a mix of land uses in an urbanized area near residential development along Pierpont Boulevard and commercial uses along Seaward Avenue and Harbor Boulevard. The project site is located within walking distance of bus stops at the intersection of Seaward Avenue and Thompson Boulevard for Gold Coast Transit Line 16, which provides transportation from Ventura Transit Center to Ojai. The project would also be within walking and biking distance of existing residential and commercial uses and would provide bicycle parking and bicycle lockers on the site. Therefore, the project would focus growth near destinations and prioritize infill development to increase amenities and housing opportunities.
Housing the Region ▪ Encourage housing development in areas with access to important resources and amenities (economic, educational, health, social and similar) to further fair housing access and equity across the region. ▪ Encourage housing development in transit-supportive and walkable areas to create more interconnected and resilient communities.	**Consistent.** The project is a mixed-use development with multi-family housing, retail commercial space, and a café that would replace undeveloped land with a mix of land uses in an urbanized area near residential development along Pierpont Boulevard and commercial uses along Seaward Avenue and Harbor Boulevard. The project site is located within walking distance of bus stops at the intersection of Seaward Avenue and Thompson Boulevard for Gold Coast Transit Line 16, which provides transportation from Ventura Transit Center to Ojai. The project would also be within walking and biking distance of

Strategy/Action	Project Consistency
	existing residential and commercial uses and would provide bicycle parking and bicycle lockers on the site. Therefore, the project would focus encourage housing development in areas with access to resources and in transit-supportive and walkable areas.
15-Minute Communities ▪ Promote 15-minute communities as places with a mix of complementary land uses and accessible mobility options that align with and support the diversity of places (or communities) across the region. These are communities where residents can either access their most basic, day-to-day needs within a 15-minute walk, bike ride or roll from their home or as places that result in fewer and shorter trips because of the proximity of complementary land uses. ▪ Support communities across the region to realize 15-minute communities through incremental changes that improve equity, quality of life, public health, mobility, sustainability, resilience and economic vitality.	**Consistent.** The project is a mixed-use development with multi-family housing, retail commercial space, and a café that would replace undeveloped land with a mix of land uses in an urbanized area near residential development along Pierpont Boulevard and commercial uses along Seaward Avenue and Harbor Boulevard. The project would also be within walking and biking distance of existing residential and commercial uses and would provide bicycle parking and bicycle lockers on the site. Therefore, the project provides resources and amenities within 15-minutes of not only the project but nearby residences and places of employment. Additionally, the project includes 11 live/work units for the purpose of residents who telecommute and work from home. The live/work units combine living quarters and workspaces, thus providing a diversity of housing choices in addition to the townhouses and flats included in the project.
Sustainable Development ▪ Promote sustainable development and best practices that enhance resource conservation, reduce resource consumption and promote resilience.	**Consistent.** The project would include 17 dedicated electric vehicle charging parking spaces, bicycle parking spaces, and bicycle lockers. Additionally, each residential garage unit would have the infrastructure to install EV charging stations. The site would be accessible by ride sharing vehicles, which reduces fuel consumption by eliminating single occupancy vehicles. The project would be designed and operated to meet the applicable requirements of CALGreen. The project would be consistent with Title 24 and the latest CALGreen requirements. The project's water consumption would be minimized through the use of water-efficient appliances/fixtures and water-efficient irrigation. Furthermore, the project would include renewable energy features as required under Title 24 and would be equipped with energy efficient appliances and lighting. Therefore, the project would support sustainable development and best practices for the reduction of resource consumption.
Clean Transportation ▪ Accelerate the deployment of a zero-emission transportation system and use near-zero-emission technology to offer short-term benefits where zero-emissions solutions are not yet feasible or commercially viable.	**Consistent.** The project would include 17 dedicated electric vehicle charging parking spaces, bicycle parking spaces, and bicycle lockers. Additionally, each residential garage unit would have the infrastructure to install EV charging stations. Therefore, the project would support the use of zero-emission vehicles.

Source: SCAG 2024

CITY OF VENTURA GENERAL PLAN

The City of Ventura General Plan was adopted on August 5, 2005. The following applicable policy and actions from the *Our Natural Community* and *Our Sustainable Infrastructure* elements are shown in Table 13. As shown therein, the project would be consistent with the policies related to GHG emissions contained in the General Plan.

Table 13 Consistency with Ventura General Plan

Goal/Policy	Project Consistency
Our Natural Community Element	
Policy 1D, Action 1.31: Provide incentives for green building projects in both the public and private sectors to comply with either the LEED Rating System, California Green Builder, or the Residential Built Green program and to pursue registration and certification; incentives include "Head-of-the Line" discretionary processing and "Head-of-the-Line" building permit processing.	**Potentially Consistent.** The project would be compliant with Title 24, which requires the project to include energy-efficient appliances and lighting that are energy star or LEED certified. Title 24 of the California Code of Regulations establishes standards for the construction of buildings in California including regulating the sustainability and energy efficiency of buildings along with green building standards which focus on improving public health, reducing environmental impacts, and encouraging sustainable construction. Title 24 standards are revised every three years and requirements become more stringent. Compliance with Title 24 would ensure that the project includes features that promote green building standards, reduce energy consumption, and incorporate sustainability features such as incorporating renewable energy, and including electric vehicle charging stations.
Our Sustainable Infrastructure	
Policy 5A, Action 5.1: Require low flow fixtures, leak repair, and drought tolerant landscaping (native species if possible), plus emerging water conservation techniques, such as reclamation, as they become available.	**Potentially Consistent.** The project would be compliant with Title 24, which requires the project to include water-efficient appliances/lighting and water-efficient irrigation, similar or more efficient than those identified in Policy 5A. Additionally, the project's landscaping would include an assortment of shade tolerant canopy trees, palms, shrubs, vines, perennials, grasses, and succulents. The selected vegetation would be appropriate for coastal climates and require low water use.

Source: City of Ventura 2005

Given the aforementioned discussion, the project would be consistent with state and local policies for reducing GHG emissions and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 0.25 mile of an existing or proposed school?	☐	☐	☐	■
d. Be located on a site that is included on a list of hazardous material 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 in an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	■
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	■	☐
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☐	■

Environmental Setting

The project site is vacant land within an urban area of the city. A case-closed, historical Leaking Underground Storage Tank (LUST) cleanup site is within the project site approximately 100 feet north of the intersection of Seaward Avenue and Pierpont Boulevard (SWRCB 2025). The nearest school to the project site is Pierpont Elementary School, located approximately 0.4-mile south of the project site.

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?

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?

Proposed construction activities would involve the use of potentially hazardous materials, such as vehicle fuels and fluids, which could be released should a spill or leak occur. The transport, use, and storage of hazardous materials during construction of the project would be conducted in accordance with all applicable State and federal laws, such as the Hazardous Material Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Materials Management Act, and California Code of Regulations Title 22. Furthermore, if hazardous materials were to be transported on State highways and routes, Caltrans regulates the safe transportation of hazardous materials on State highways and routes, as described in Title 49 of the Code of Federal Regulations. These regulatory safeguards would minimize exposure of the public and environment to a potential release of hazardous materials during construction. Oversight by the appropriate federal and state agencies and required compliance with applicable regulations related to the handling and storage of hazardous materials would minimize the risk associated with potential exposure of the public to these substances. These regulations require that only trained and certified individuals handle hazardous materials; enforce safety regulations for the transportation of hazardous materials via vehicle, aircraft, and rail; and set forth containment protocols and incident reporting procedures, among other requirements.

Residential and commercial/retail land uses are typically not associated with the use, transportation, storage, or generation of significant quantities of hazardous materials. Operation of the project may result in an incremental release in the use of common household hazardous materials such as cleaning and degreasing solvents. Use of these materials would create minimal hazard to the public or environment. Furthermore, the City of Ventura hosts monthly Household Hazardous Waste Collection Events which allow for the safe and proper disposal of household hazardous waste including, but not limited to, batteries, compressed gas, pesticides, fertilizers, and paints (City of Ventura 2024b). Existing programs within the city provide for the safe disposal of household hazardous waste.

Project construction and operation would not create a significant hazard through the routine transport, use, or disposal of hazardous materials; or through upset and accident conditions involving the release of hazardous materials; and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?

The nearest school to the project site is Pierpont Elementary School, located approximately 0.4-mile south of the project site. As discussed above in Thresholds (a-b), the transport, use, and storage of hazardous materials during construction of the project would be conducted in accordance with all applicable State and federal laws. The project would not emit hazardous emissions or handle acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school. There would be no impact.

NO IMPACT

d. Would the project be located on a site that is included on a list of hazardous material 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?

The following databases were reviewed in December 2024 for known hazardous materials contamination at the project site:

- The State Water Resources Control Board's (SWRCB) GeoTracker database (SWRCB 2025)
- SWRCB's list of solid waste disposal sites with waste constituents above hazardous waste levels outside the waste management unit (SWRCB 2024)
- The California Department of Toxic Substances Control's (DTSC) EnviroStor database (DTSC 2024)
- The Superfund Enterprise Management System (SEMS) database (USEPA 2024)
- CalEPA Active Cease and Desist Orders (CDOs) and Cleanup Abatement Orders (CAOs) (CalEPA 2024a).
- List of hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code (CalEPA 2024b).

Based on a review of the listed databases, a historical LUST cleanup site is located within the project site approximately 100 feet north of the intersection of Seaward Avenue and Pierpont Boulevard (SWRCB 2025). The listing is closed with a cleanup status of 'Completed – Case Closed' with a Closure/No Further Action Letter dated March 23, 2005 (SWRCB 2024c). According to the Case Closure Summary, soil vapor remediation completed at the project site consisted of air sparge and soil vapor extraction, and soil remediation completed at the project site consisted of on-site treatment and off-site disposal (SWRCB 2024c). "Some" of the treated soil was used as backfill on the project site, and residual petroleum hydrocarbon contamination (including total reportable petroleum hydrocarbons and volatile organic compounds [VOC]) remained in soil and groundwater at the project site at the time of case closure (SWRCB 2024c). The reported maximum concentration of ethylbenzene remaining in soil after remediation (at the time of case closure) exceeds the July 2019 San Francisco Bay RWQCB Environmental Screening Levels (ESL) for shallow soil direct exposure at residential and commercial/industrial properties.[6] Additionally, the reported maximum concentration of methyl tertiary butyl ether (MTBE) in groundwater remaining after remediation (at the time of case closure) exceeds the July 2019 ESL for groundwater direct exposure (Maximum Contaminant Level [MCL] Priority).

[6] Comparison to the San Francisco Bay RWQCB ESLs is an industry standard as this RWQCB was the first regional SWRCB office to publish screening levels, and the ESLs are used throughout the state by the other RWQCBs.

The project site was not listed in any of the other environmental databases listed above. However, as described above, there is evidence of soil and groundwater contamination on the project site at concentrations exceeding applicable screening levels.

Six LUST cleanup sites are within 1,000 feet of the project site; however, five of these six sites are designated 'Completed – Case Closed' (SWRCB 2025). Based on the information available for these closed cases and distance to the project site (over 80 feet away), these known hazardous materials sites are not anticipated to pose an environmental concern to the proposed project. One LUST cleanup site located within 1,000 feet of the project site, the Harbor Sinclair site located at 2121 East Harbor Boulevard (approximately 420 feet northwest of the project site), is designated 'Open – Site Assessment' (SWRCB 2025). Current soil, soil vapor, and groundwater conditions at the Harbor Sinclair site are currently under investigation (SWRCB 2025); therefore, it is unknown at this time if the Harbor Sinclair site has impacted the project site.

Additionally, EnviroStor identified an Evaluation site located at 2568 Channel Drive, approximately 0.3-mile east of the project site. This site is listed as 'Inactive-Needs Evaluation,' meaning that there was a UST on the site that has since been removed but the site is currently undergoing evaluation for contamination (DTSC 2024). Based on the distance of the Evaluation site to the project site, this known hazardous materials site is not anticipated to pose an environmental concern to the proposed project.

In conclusion, because there is evidence of soil and groundwater contamination on the project site at concentrations exceeding applicable screening levels, the mitigation measures listed below are required to reduce potential impacts to a less than significant level.

Construction Impacts

Groundwater at the project site has been measured between 3 and 9 feet below ground surface at the project site (SWRCB 2024c). At this depth, groundwater could be encountered during construction activities at the project site, which would require special handling and/or dewatering.

With the presence of impacted soil at the project site, there is a potential for demolition, grading, and construction workers to be exposed to contaminants (e.g., total petroleum hydrocarbons [TPH], VOCs, and metals) via impacted dust and/or soil.

The existing conditions at the project site would result in a potentially significant hazard to the public (construction workers on-site) or the environment during demolition, grading, and construction at the project site. Therefore, construction impacts would be potentially significant and the mitigation measures listed below are required to reduce potential impacts to a less than significant level.

Operational Impacts

The risk of hazardous materials creating a significant hazard to the public or the environment would primarily occur during construction of the project as on-site contamination is disturbed. Once the project is operational, the contaminated media would mostly be removed or covered and would no longer pose a risk. Therefore, operational impacts would be less than significant.

Mitigation Measures

HAZ-1 Regulatory Agency Notification

Because the project site is listed as a closed Ventura County LUST Cleanup Site (Ventura County Case #95070 [lead agency] and Los Angeles RWQCB Case #C95070), and Ventura County no longer provides regulatory agency oversight of hazardous materials cleanup cases,[7] the Los Angeles RWQCB or the DTSC shall be utilized for regulatory agency oversight of assessment and remediation of the project site.

Prior to commencement of construction and grading activities at the project site, the project applicant shall submit the following documents to the Los Angeles RWQCB or DTSC project manager of the closed LUST Cleanup Site case:

- Current development plan (e.g., architectural drawings and project description) and any modifications to the development plan
- All environmental assessment documents completed for the project site, including this Initial Study
- All future environmental documents completed for the project site

Upon submittal of the previously listed information, and in accordance with the voluntary oversight agreement, Los Angeles RWQCB or DTSC may require actions such as: development of subsurface investigation workplans; completion of additional soil, soil vapor, and/or groundwater subsurface investigations; installation of soil vapor or groundwater monitoring wells; soil excavation and off-site disposal; completion of human health risk assessments; installation of a vapor intrusion mitigation system; and/or completion of remediation reports or case closure documents. Subsurface soil, soil vapor, and groundwater investigations, if required, shall be conducted in accordance with a sampling plan that shall be reviewed and approved by Los Angeles RWQCB or DTSC. The Los Angeles RWQCB or DTSC approval documents shall also be submitted to and reviewed by the City prior to issuance of grading permits.

HAZ-2 Subsurface Investigation

Prior to demolition or commencement of construction and grading activities at the project site, the project applicant shall retain a qualified environmental consultant (i.e., Professional Geologist [PG] or Professional Engineer [PE]) to conduct a subsurface investigation(s) at the project site to evaluate potential impacts to the project site from the nearby Harbor Sinclair known release site located at 2121 East Harbor Boulevard. The subsurface investigation(s) shall include assessment of soil, soil vapor, and groundwater, including analytical laboratory analysis for chemicals of concern.

The PG or PE shall prepare a subsurface investigation report(s), which shall be submitted to the City of Ventura for review and approval. As part of the subsurface investigation(s), analytical results shall be screened against the most recent San Francisco Bay RWQCB's (SFBRWQCB) Environmental Screening Levels (ESLs), which are risk-based screening levels for direct exposure of construction workers and residential and commercial/industrial land uses (SFBRWQCB 2025).[8] The subsurface investigation report(s) shall include recommendations to mitigate and/or remediate identified

[7] County of Ventura Resource Management Agency. 2025. Ventura County Cleanup Program. https://vcrma.org/divisions/environmental-health/ventura-county-cleanup-program/ (accessed January 2025)
[8] The ESLs are commonly used throughout the State of California and have been adopted by other RWQCBs.

hazards and indicate when to apply those recommended actions in relation to proposed project activities (e.g., sub-surface construction activities and residential/commercial users of the project).

If sub-surface contaminants are detected at the project site, the project applicant shall implement the management recommendations specified in the subsurface investigation report(s), and appropriate steps shall be undertaken by the project applicant to protect site workers during project construction and if necessary, the public during project operation and also future users of the project. This may include, but would not be limited to, waste characterization, proper disposal, and remedial engineering controls. The findings of the subsurface investigation(s) shall be used to inform the Soil and Groundwater Management Plan (SGMP) (see Mitigation Measure HAZ-3).

HAZ-3 Soil and Groundwater Management Plan

Prior to commencement of demolition and construction/grading activities at the project site, the project applicant shall retain a qualified environmental consultant (PG or PE) to prepare a SGMP for the project site. The SGMP shall address:

1. On-site handling and management of impacted soils or other impacted wastes (e.g., stained soil, and soil or groundwater with solvent or chemical odors) if such soils or impacted wastes are encountered, and
2. Specific actions to reduce hazards to construction workers and off-site receptors during the construction phase.

The plan must establish engineering controls and soil management practices to ensure construction worker safety, ensure the health of future workers and visitors, and prevent the off-site migration of contaminants from the project. These measures and practices shall include, but are not limited to:

- Stockpile management, including stormwater pollution prevention and the installation of best management practices.
- Proper disposal procedures of contaminated materials.
- Investigation procedures for encountering known and unexpected odorous or visually stained soils, other indications of hydrocarbon piping or equipment, and/or debris during ground-disturbing activities.
- Monitoring and reporting.
- A environmental health and safety plan for contractors working at the project site that addresses the safety and health hazards of each phase of site construction activities with the requirements and procedures for employee protection.
- The environmental health and safety plan shall outline proper soil handling procedures and health and safety requirements to minimize worker and public exposure to hazardous materials during construction.

The City of Ventura shall review the SGMP and have the authority to propose and include modifications prior to submittal to Los Angeles RWQCB or DTSC. Los Angeles RWQCB or DTSC shall review and approve the SGMP prior to construction activities at the project site. The City of Ventura shall review the final SGMP prior to issuance of grading permits. The project applicant shall implement the SGMP during demolition, grading, and construction at the project site.

HAZ-4 Groundwater Disposal

If contaminated groundwater is encountered during construction (including decontamination water, purge water, dewatering, or underground structures [groundwater leakage into the final structure]), it shall be properly discharged via the City of Ventura sewer system or into surface water via the storm drain system. If discharged via City sewer, the applicant shall obtain a Wastewater Discharge Permit from Ventura Water; if discharged via surface water, the applicant shall obtain a National Pollution Discharge Elimination System (NPDES) permit from the Los Angeles RWQCB. Groundwater discharge shall comply with the applicable permit requirements. Treatment requirements prior to discharge may include, but would not be limited to: a de-silting tank, sand filtration, granular activated carbon and/or use of an ion exchange resin. The City of Ventura shall ensure that either a Wastewater Discharge Permit or NPDES permit is obtained prior to construction, and shall spot check during dewatering activities to ensure compliance with permit requirements.

Significance After Mitigation

Implementation of Mitigation Measures HAZ-1 through HAZ-4 during grading construction of the project would reduce potential hazardous material impacts at the project site below applicable thresholds of significance by ensuring additional investigation and remedial measures, transportation of impacted materials, and/or site management practices, thereby reducing potential impacts to construction worker safety and the health of future workers, occupants, and visitors. Therefore, with implementation of these mitigation measures, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

The project site is not within an airport land use plan, or within two miles of a public or private airport. The nearest airports to the project site are Oxnard Airport, approximately six miles southeast; Camarillo Airport, approximately ten miles east; Santa Paula Airport, approximately 13 miles northeast; and Naval Base Ventura County, approximately 13 miles southeast. Given this distance, the project would not expose future residents or workers to aviation-related safety hazards or excessive noise. No impact would occur.

NO IMPACT

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

Project construction could interfere with adopted emergency response or evacuations plans as a result of temporary construction activities within public rights-of-way or other obstructions that could impede emergency access. Pursuant to Municipal Code Section 18.100.060, a permit is required to encroach upon a public right-of-way or City utility easement or make an excavation in a public right-of-way or City utility easement.

As a condition on the issuance of the permit, an applicant is also required to carry out encroachment of excavation in accordance with the provisions of the California Manual of Traffic Controls (Manual) as published by Caltrans and/or any additions or modifications adopted by the City. The Manual requires the creation and approval of temporary traffic control plans to be used

for facilitating road users through a work zone (Caltrans 2024). Adherence to the requirements of the Manual for all construction activity would minimize potential impacts associated with the impairment or physical interference of an adopted emergency response plan or evacuation procedures.

If applicable, the applicant would be required to obtain a permit from Caltrans for any oversized transport on state highways. If the City Administrator (referred to as the City Manager in the City of Ventura) determines that an encroachment or excavation has been undertaken in a manner that threatens public safety, the Administrator may require a stop work order pursuant to Municipal Code Section 18.100.200.

In addition, the project would be required to conform to applicable California Fire Code regulations, including Section 503 which provides requirements for fire apparatus access. The City's Emergency Operations Plan (2021) provides guidance during unique situations requiring an unusual or extraordinary response, including traffic control and management. The project would not result in physical changes such as realigned or closed-off roadways or changes in general transportation circulation and access that would interfere with or impair implementation of the emergency management plan. As such, the project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site and surrounding area is located within a Local Responsibility Area and is not within or immediately adjacent to a Very High Fire Hazard Severity Zone (California Department of Forestry and Fire Protection [CAL FIRE] 2024). The project would adhere to the requirements of the California Fire Code to minimize fire risk. Therefore, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires. There would be no impact.

NO IMPACT

10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 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 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?	☐	☐	■	☐

Environmental Setting

The Pacific Ocean, located approximately 0.2-mile west of the site, is the nearest waterbody to the project site. The site is not identified as being within a 100-year or 500-year flood zone (Federal Emergency Management Agency 2021). However, the site is located within a tsunami hazard zone (DOC 2023). Existing drainage on the site is directed toward the southern portion of the site and would drain into sewer drains on Seaward Avenue.

The federal Clean Water Act establishes the framework for regulating discharges to waters of the U.S. to protect their beneficial uses. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The Porter-Cologne Water Quality Act (Division 7 of the California Water Code) regulates water quality within California and establishes the authority of the SWRCB and the nine regional water boards. For storm water, development projects are required by the State Board to provide careful management and close monitoring of runoff during construction, including on-site erosion protection, sediment management and prevention of non-storm discharges. The Regional and State Boards issue NPDES permits to regulate specific discharges. The NPDES permit requires that development projects provide for ongoing treatment of storm water on the site, using low-impact design, infiltration, or on-site reuse, to address project runoff using specific design criteria.

Water quality is subject to seasonal variation. Common sources of water quality degradation in the Ventura area include surface runoff from oil fields, agricultural areas, urban land uses, and natural sedimentation. BMPs are typically employed during construction to maintain water quality and must be consistent with anticipated pollutant loads and water quality objectives.

Impact Analysis

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

Project-related construction activities, including on-site operation of heavy equipment during grading, would temporarily result in the disturbance of surface and subsurface soils which could potentially result in erosion and sedimentation. The project site is relatively flat, so the potential for slope-based soil erosion is low, but stormwater runoff could result in short-term erosion in areas of exposed soils, which could lead to degradation of surface or ground water quality.

The federal Clean Water Act requires compliance with the NPDES Construction General Permit for projects disturbing more than one acre during construction. Compliance with the NPDES Construction General Permit is contingent upon the preparation and implementation of a SWPPP which includes project-specific BMPs to control erosion, sediment release, and otherwise reduce the potential for discharge of pollutants from construction into stormwater. Typical BMPs include, but are not limited to, covering stockpiled soils, installation of silt fences and erosion control blankets, and proper handling and disposal of wastes. Grading activities would be subject to City Municipal Code Chapter 12.220, *Grading Regulations*, and Chapter 8.600, *Stormwater Quality Management*. Chapter 12.220 requires a preconstruction meeting between the applicant, engineers, grading contractor, and City staff to review site and project plans prior to the start of construction. Prior to the start of construction, the City Engineer is required to approve drainage facilities and confirm erosion in the area of stormwater discharge is prevented by the installation of non-erosive down-drains or other devices. Chapter 8.600 sets requirements for the control of urban runoff during construction including providing proof of compliance with the NPDES Construction General Permit to the City.

As discussed in Section 9, *Hazards and Hazardous Materials,* construction of the project has the potential to encounter groundwater at depths beyond five feet. If encountered, groundwater is contaminated and improperly disposed of, violations of water quality standards or waste discharge requirements could result. If contaminated groundwater is encountered, the project applicant would be required to implement Mitigation Measure HAZ-4, which would require the project applicant to obtain a Wastewater Discharge Permit for release of groundwater in the sewer system or an NPDES permit for the release of groundwater into the City of Ventura's storm drain system. Compliance with the NPDES Construction General Permit, SWPPP, Mitigation Measure HAZ-4, and City regulations would ensure BMPs are implemented during new construction to minimize potential impacts to water quality standards or waste discharge requirements. Therefore, construction activities would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality with the implementation of mitigation.

During operation, the project would be required to implement post-construction stormwater control measures pursuant to the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* (County of Ventura 2018). The project would comply with these requirements through the installation of two underground detention basins and ten biofiltration systems, which would filter stormwater prior to its discharge into the existing sewer system. In addition, the project would comply with the trash discharge requirements within the SWRCB's California Ocean Plan (2019). Pursuant to the California Ocean Plan, all on-site stormwater discharge locations would be required to incorporate full capture system devices to capture trash five millimeters or greater in size. All full capture system devices installed would be required to have a design treatment capacity greater than the peak flow rate of a one-year and one-hour storm in the subdrainage area (SWRCB 2019; Los Angeles Regional Water Quality Control Board [RWQCB] 2004).

The project would install post-construction stormwater control measures pursuant to the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* and the California Ocean Plan. Installation of these stormwater control measures pursuant to regulatory requirements would minimize the potential for project operation to impair water quality. Operational impacts would therefore be less than significant. However, because contaminated groundwater could be encountered during construction activities at the project site, the project may violate water quality standards or waste discharge requirements if not properly handled. Impacts would be potentially significant.

Mitigation Measure

HAZ-4 Groundwater Disposal

Refer to Section 9, *Hazards and Hazardous Materials*, for the full text of this mitigation measure.

Significance After Mitigation

Implementation of Mitigation Measure HAZ-4 would reduce potential impacts associated with groundwater contamination during project construction to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

The project site overlies the Santa Clara River Valley Mound Basin, which extends approximately 14,800 acres and has a total storage capacity of approximately 153,000 acre-feet (California Department of Water Resources 2006). Ventura's water supply is provided by the City of Ventura Water Division (Ventura Water), which sources water from the Ventura River, Lake Casitas, and local groundwater wells which draw water from the Oxnard Plan Basin, Mound Basin, and Santa Paula Basin (City of Ventura 2024c). According to the City's 2020 Urban Water Management Plan (UWMP), the City expects to be able to provide reliable water supplies for a normal year, single dry year, and multiple dry years for its existing and planned supplies through 2045 (City of Ventura 2021). In addition, the City's 2024 Comprehensive Water Resources Report states near-term future water demands would not exceed supply (City of Ventura 2024d). As discussed further in Section 19, *Utilities and Service Systems*, the City would have sufficient water supplies to provide for the project's projected water use, including minimal use for temporary and intermittent dust suppression in compliance with the VCAPCD Rule 55 (VCAPCD 2008). Therefore, the project would not substantially decrease groundwater supplies.

The project would introduce impervious surfaces on the project site. However, Los Angeles RWQCB post-construction requirements for stormwater management would require implementation of measures to maximize on-site infiltration capacity for new development. The project would provide infiltration capacity via two proposed underground detention basins. These detention basins would add capacity to accommodate increased runoff from impervious surfaces and would discharge into existing storm drains at a flow rate that would mimic existing site conditions. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c.(i) 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 result in substantial erosion or siltation on- or off-site?

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

c.(iii) 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 that would 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?

c.(iv) 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 impede or redirect flood flows?

The project site is in an urbanized area of the city, bounded by existing roads, residential development, and commercial development. There are no streams or rivers near the project site which could be altered due to the project. However, the project would introduce impervious surfaces to an existing undeveloped site, which would reduce permeable surfaces compared to existing conditions, change on-site drainage patterns, and increase stormwater flows.

The City of Ventura is a Permittee under the Ventura County Municipal NPDES Stormwater Permit and is required to implement programmatic BMPs to reduce pollutants coming from City limits (City of Ventura 2025). The project would implement BMPs in accordance with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures,* which would minimize the amount of pollutant concentrations entering the storm drain system that are generated from project operation. Although the project would result in the addition of impervious surfaces, the project would install underground drains to guide surface water into existing storm drain inlets which would minimize the amount of additional surface runoff that would occur on the project site. Furthermore, the development of proposed underground detention systems would allow for stormwater to be stored, thereby reducing the potential for stormwater flows to exceed existing infrastructure capacity. The proposed biofiltration systems would connect to the proposed underground stormwater drains, thereby minimizing polluted runoff that could enter the City's stormwater system.

Pursuant to Municipal Code Chapter 12.220, prior to grading activities, the project applicant would be required to obtain approval of drainage facility design from the City Engineer which would further reduce erosion and pollutant potential. As discussed under Threshold (d), the project is not within a flood hazard zone, and proposed infrastructure subject to the approval of the City Engineer would minimize the potential for the project to increase flooding or impede flood flows.

The project would not substantially alter the existing drainage pattern of the site in a manner which would result in substantial erosion or siltation, flooding, additional sources of polluted runoff, or impede or redirect flood flows. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. In flood hazard, tsunami, or seiche zones, would the project risk release of pollutants due to project inundation?

The Federal Emergency Management Agency's (FEMA) Flood Map Service Center provides the site-specific Flood Hazard Map relevant to the project site (Map No. 06111C0744F, Effective Date January 29, 2021); the project site is an 'Area of Minimal Flood Hazard – Zone X' (FEMA 2021). In addition, the project site is not near any large bodies of water that are subject to seiche.

Since the project site is in a low-lying area within the coastal zone, an assessment of potential impacts due to sea level rise was conducted using the results from the Coastal Storm Modeling System (CoSMoS) prepared by the United States Geological Survey. CoSMoS addresses shoreline erosion, storm surge, coastal flooding due to sea level rise, groundwater, and other parameters. The results also include a spring high tide combined with a 100-year storm surge.

The sea level rise projections for the assessment were adopted based on the California Coastal Commission (CCC) *Sea Level Rise Policy Guidance, Interpretive Guidelines for Addressing Sea Level Rise in Local Coastal Programs and Coastal Development Permits* (CCC 2018) and the *State of California Sea Level Rise Guidance* (Ocean Protection Council 2018), which are currently considered by CCC as best available science for sea level rise projection along California's coast. The CCC Sea Level Rise Guidance states that for residential and commercial structures, the sea level rise

projection scenario that should be used is the Medium-High Risk Aversion scenario (1-in-200 chance or 0.5 percent probability sea level rise exceeds the projected scenario) (CCC 2018). In this case, the sea level rise projections for the coast adjacent to the project site are 0.7 feet by 2030, 3.3 feet by 2070, and 6.6 by 2100 (CCC 2018, Appendix G Table G-8).

According to the conservative and unmitigated results from CoSMoS, and considering the sea level rise combined with a 100-year storm, the site would be partially impacted by sea level rise by 2078. According to the Medium-High scenario, the sea level would rise 4.1 feet. Applying a conservative assumption that the expected life of the proposed development is about 75 years, in 2100, with 6.6 feet of sea level rise, the entire project site would be impacted by sea level rise. Since the project site is approximately 0.25-mile from the shoreline, it would not be subjected to additional coastal hazards, such as shoreline erosion, wave runup, and wave overtopping. The results from CoSMoS also indicate that the project site would not be inundated by the rise of the groundwater table due to sea level rise until 2100.

Although the site is projected to be impacted by sea level rise, the project would not exacerbate sea level rise hazards as it would not result in coastal erosion, groundwater pumping, nor would it change the local geology of the area. In addition, the applicant would be required to receive a Coastal Development Permit prior to construction to ensure preservation and protection of coastal and coastal related resources. The project would be constructed in accordance with all permitting requirements of the CCC as well as the requirements of the CBC, which would ensure the project's design would meet or exceed the minimum National Flood Insurance Program requirements for floodproofing buildings and structures.

According to the DOC, the project site is within a Tsunami Hazard Area (DOC 2023). The project would be constructed in accordance with the requirements of the CBC, which would ensure the project's design would meet or exceed the minimum National Flood Insurance Program requirements for floodproofing buildings and structures.

In addition, proper handling and storage of potentially hazardous materials is essential to preventing the accidental release of materials due to inundation. As discussed in Section 9, *Hazards and Hazardous Materials,* the project would be required to comply with State and federal laws, such as the California Hazardous Materials Management Act and California Code of Regulations Title 22. Further, the site is not listed on a database compiled pursuant to Government Code 65962.5. Although the site is projected to be impacted by sea level rise, compliance with hazardous material regulations would ensure that the project would not result in the risk of release of pollutants due to inundation. Further, the results from CoSMoS are conservative and models unmitigated sea level rise. Through adherence to the requirements of the CBC, the project would not risk release of pollutants due to inundation from a tsunami. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is within the jurisdiction of the Los Angeles RWQCB, which is responsible for the preparation and implementation of the water quality control plan (Basin Plan) for the Ventura region. The Basin Plan designates beneficial uses of water in regions and establishes water quality objectives.

As discussed under Threshold (a), implementation of construction-related erosion and sediment control BMPs, as required pursuant to the NPDES Construction General Permit and City Municipal

Code, would reduce the potential for construction activities to cause surface water quality impairments. Project operation would implement post-construction stormwater control measures pursuant to the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures* and California Ocean Plan, which would require filtration of stormwater prior to conveyance into the sewer system. These measures would minimize the potential for the project to result in impaired water quality and would ensure water quality objectives established by the Basin Plan are not impeded (Los Angeles RWQCB 2019). Therefore, the project would not conflict with or obstruct implementation of a water quality control plan.

As discussed under Threshold (b), the City's 2020 UWMP states that the City expects to be able to provide reliable water supplies through the year 2045 from a variety of sources, including surface water sources such as the Casitas Municipal Water District and Ventura River. The City obtains its water supply partially through the Oxnard Plain Basin, managed by the Fox Canyon Groundwater Management Agency; the Mound Basin, managed by the Mound Basin Groundwater Sustainability Agency (GSA); and the Santa Paula Basin, which is adjudicated and therefore exempt from the GSA process (City of Ventura 2024f). The Fox Canyon Groundwater Management Agency and Mound Basin GSA have both created Groundwater Sustainability Plans (GSPs) for the Oxnard Plan Basin and Mound Basin, respectively. The project would use City water, which would be subject to the requirements of the GSPs, as the Sustainable Groundwater Management Act provides GSAs with the legal authority to impose regulations on groundwater management, including, but not limited to, required metering and reporting, implementation of conservation practices, and groundwater extraction allocations. Although the project would marginally increase groundwater use, groundwater sourced to the project would be extracted in accordance with the provisions of GSPs, as implemented under their respective GSAs. As such, the project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

Because the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	■	☐	☐

Environmental Setting

The project site is in an urban area of Ventura surrounded by residential and commercial uses, and Highway 101/1. The project site is within 0.25-mile of the California coastline and within the coastal zone. The project site is zoned Coastal Mixed-Use Zone (CMXD) and has a Comprehensive Plan land use designation of Planned Mixed Use.

Impact Analysis

a. Would the project physically divide an established community?

The project involves the construction of a mixed-use development on vacant parcels in the city. The project would not include the construction of roads, railroads, or other large-scale components that could physically divide an established community. Therefore, no impact would occur.

NO IMPACT

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?

As the City of Ventura 2005 General Plan has not been fully certified by the CCC as part of the Local Coastal Plan, the 1989 Comprehensive Plan is the applicable land use plan. The project site has a Comprehensive Plan land use designation of Planned Mixed Use and is zoned Coastal Mixed-Use (CMXD).

No land use or zoning changes are proposed. The purpose of the Planned Mixed Use designation is to encourage integrated development having mixed uses and encourage urban complexes that provide for interconnection of uses with pedestrian ways, multi-unit housing, shared parking, and common facilities (City of Ventura 1989). The CMXD Zone allows residential use in conjunction with or adjacent to visitor-serving commercial and recreational uses. The project would involve the construction of mixed-use residential and commercial buildings with access to recreational opportunities, which is consistent with the purposes of the Planned Mixed Use designation and

CMXD Zone. The project would be constructed in accordance with Comprehensive Plan policies and Municipal Code requirements. A discussion of consistency with General Plan policies is included in Table 14

Table 14 Consistency with Comprehensive/General Plan

Goal or Policy	Consistency
1989 Comprehensive Plan	
Goal 5. Encourage orderly growth and development, particularly through the development of vacant and unproductive properties in areas that are already developed.	**Consistent.** The project would develop a vacant and unproductive property in an area with surrounding commercial and residential development.
2005 General Plan	
Policy 3A: Sustain and complement cherished community characteristics.	**Consistent.** The project would be required to be reviewed by the Design Review Committee and their findings would be made available and a recommendation provided to the Community Development Department. As such, the project would be consistent with the existing community character of the area.
2021 - 2029 Housing Element	
Goal 2. Facilitate the provision of a range of housing types to meet the diverse needs of the community.	**Consistent.** The project would offer a variety of housing types on the project site including live/work units, flats, and rowhouses.
Policy 2.14. Promote and facilitate non-traditional housing types and options, including co-housing, assisted living facilities, live-work spaces, transitional housing, emergency shelters, farm employee housing, and artist lofts.	**Consistent.** The project would offer a variety of housing types on the project site including live/work units, flats, and rowhouses.

Furthermore, the project would be required to comply with all mitigation measures included within this IS-MND to reduce specific, identified environmental impacts to a less than significant level, as well as any other conditions of approval required by the City. Therefore, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. Impacts would be less than significant with implementation of mitigation measures AQ-1, BIO-1, CR-1, GEO-1, GEO-2, N-1, and N-2.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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?	☐	☐	☐	■

Environmental Setting

Mineral resources are usually mineral derivatives but can include geothermal and natural gas deposits. The two principal mineral resources within the city are aggregate and petroleum resources. The project site is not located on a mineral resources site or petroleum field (City of Ventura 2005).

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?

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?

The project site is not located on a mineral resources site or petroleum field (City of Ventura 2005). The project site and adjacent parcels are zoned CMXD, where aggregate mining activities are not permitted. The project would not involve the use of mining equipment or result in the extraction of mineral resources or petroleum. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state; or result in the loss of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

NO IMPACT

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13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project result in:				
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?	☐	☐	☐	■

Rincon prepared a Noise and Vibration Study for the project in December 2024. The following evaluation is based on the Noise and Vibration Study, which is included as Appendix C of this IS-MND.

Overview of Sound Measurement

Sound is a vibratory disturbance created by a moving or vibrating source, which is capable of being detected by the hearing organs. Noise is defined as sound that is loud, unpleasant, unexpected, or undesired and may therefore be classified as a more specific group of sounds. The effects of noise on people can include general annoyance, interference with speech communication, sleep disturbance, and, in the extreme, hearing impairment (California Department of Transportation [Caltrans] 2013).

Noise levels are commonly measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz and less sensitive to frequencies around and below 100 Hertz (Kinsler, et. al. 1999). Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used to measure earthquake magnitudes. A doubling of the energy of a noise source, such as doubling of traffic volume, would increase the noise level by 3 dBA; dividing the energy in half would result in a 3 dBA decrease (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not "sound twice as loud" as one source. It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA, increase or decrease (i.e., twice the sound energy); that a change of 5 dBA is readily perceptible; and that an increase (or decrease) of 10 dBA sounds twice (or half) as loud (Crocker 2007).

Sound changes in both level and frequency spectrum as it travels from the source to the receptor. The most obvious change is the decrease in level as the distance from the source increases. The manner by which noise reduces with distance depends on factors such as the type of sources (e.g., point or line, the path the sound will travel, site conditions, and obstructions). Noise levels from a point source typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance (e.g., construction, industrial machinery, ventilation units). Noise from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013). The propagation of noise is also affected by the intervening ground, known as ground absorption. A hard site, such as a parking lot or smooth body of water, receives no additional ground attenuation and the changes in noise levels with distance (drop-off rate) result from simply the geometric spreading of the source. An additional ground attenuation value of 1.5 dBA per doubling of distance applies to a soft site (e.g., soft dirt, grass, or scattered bushes and trees) (Caltrans 2013). Noise levels may also be reduced by intervening structures; the amount of attenuation provided by this "shielding" depends on the size of the object and the frequencies of the noise levels. Natural terrain features such as hills and dense woods, and man-made features such as buildings and walls, can significantly alter noise levels. Generally, any large structure blocking the line of sight will provide at least a 5 dBA reduction in source noise levels at the receptor (Federal Highway Administration [FHWA] 2011). Structures can substantially reduce exposure to interior noise as well. The FHWA's guidelines indicate that modern building construction generally provides an exterior-to-interior noise level reduction of 20 to 35 dBA with closed windows.

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important factors of project noise impact. Most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors have been developed. One of the most frequently used noise metrics is the equivalent noise level (L_{eq}); it considers both duration and sound power level. L_{eq} is defined as the single steady A-weighted level equivalent to the same amount of energy as that contained in the actual fluctuating levels over time.

Noise that occurs at night tends to be more disturbing than that occurring during the day. Community noise is usually measured using Day-Night Average Level (L_{dn}), which is the 24-hour average noise level with a +10 dBA penalty for noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. It is also measured using CNEL, which is the 24-hour average noise level with a +5 dBA penalty for noise occurring from 7:00 p.m. to 10:00 p.m. and a +10 dBA penalty for noise occurring from 10:00 p.m. to 7:00 a.m. (Caltrans 2013). Noise levels described by L_{dn} and CNEL usually differ by about 1 dBA. The relationship between the peak-hour L_{eq} value and the L_{dn}/CNEL depends on the distribution of traffic during the day, evening, and night.

Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. The number of cycles per second of oscillation makes up the vibration frequency, described in terms of Hz. The frequency of a vibrating object describes how rapidly it oscillates. The normal frequency range of most groundborne

vibration that can be felt by the human body starts from a low frequency of less than 1 Hz and goes to a high of about 200 Hz (Crocker 2007).

While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration in buildings, such as from nearby construction activities, may cause windows, items on shelves, and pictures on walls to rattle. Vibration of building components can also take the form of an audible low-frequency rumbling noise, referred to as groundborne noise. Groundborne noise is usually only a problem when the originating vibration spectrum is dominated by frequencies in the upper end of the range (60 to 200 Hz), or when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Federal Transit Administration 2018). Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Vibration amplitudes are usually expressed in peak particle velocity (PPV), which is normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration and other construction activities because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Sensitive receptors are defined as places where noise could interfere with regular activities such as sleeping, talking, and recreating, which include hospitals, residences, convalescent homes, schools, libraries, churches, and other religious institutions. Noise sensitive receptors near the site include single-family residences adjacent to the project site along the western project boundary and the Motel 6 north of the project site.

Vibration sensitive receptors are similar to noise sensitive receptors, including residences and institutional uses such as schools, churches, and hospitals. However, vibration sensitive receptors also include buildings where vibrations may interfere with vibration-sensitive equipment. Vibration sensitive receptors near the site include single-family residences adjacent to the project site along the western project boundary and the Motel 6 north of the project site.

Noise Setting

The most common source of noise in the project site vicinity is vehicular traffic from Highway 101/1, Seaward Avenue, and Harbor Boulevard. To characterize ambient noise levels in the project vicinity, three short term (15 minute) and one long term (24 hour) noise level measurements were conducted on September 5 and September 6, 2022. The noise measurement locations are shown in Figure 7. Short term noise measurement (ST) 1 was conducted along the eastern project boundary to capture noise levels attributable to Harbor Boulevard. ST-2 was conducted along the southern project boundary to capture ambient noise levels attributable to Seaward Avenue. ST-3 was conducted near the northwestern corner of the project site, adjacent to the residential uses to the west. Long term noise measurement (LT) 1 was conducted along Harbor Boulevard to capture ambient noise levels attributable to Harbor Boulevard and Highway 101/1. Table 15 and Table 16 summarize the results of the short-term and long-term noise measurements.

Figure 7 Noise Measurement Locations

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Project Location Maps
Fig X Noise Measurement Locations

Table 15 Short-Term Noise Level Measurement Results

Measurement Location	Measurement Location	Sample Times	Approximate Distance to Primary Noise Source	L_{eq} (dBA)	L_{min} (dBA)	L_{max} (dBA)
ST-1	Eastern property boundary, adjacent Harbor Boulevard	8:26 – 8:41 a.m.	Approximately 45 feet to Harbor Boulevard centerline	68	59	75
ST-2	Southern property boundary, adjacent to Seaward Avenue	8:43 – 8:58 a.m.	Approximately 50 feet to Seaward Avenue centerline	67	56	88
ST-3	Northwestern property corner, adjacent to residential uses along Pierpont Boulevard	10:49 – 11:04 a.m.	Approximately 10 feet to backyard of residential uses	50	48	59

dBA = A-weighted decibels; L_{eq} = equivalent noise level; L_{min} = minimum noise level, L_{max} = maximum noise level
Detailed sound level measurement data are included in Appendix C.

Table 16 Long-Term Noise Measurement Results

Sample Time	dBA L_{eq}	Sample Time	dBA L_{eq}
24-hour Measurement – September 6-7, 2022			
9:23 a.m.	62	9:23 p.m.	63
10:23 a.m.	66	10:23 p.m.	63
11:23 a.m.	63	11:23 p.m.	63
12:23 p.m.	62	12:23 a.m.	59
1:23 p.m.	63	1:23 a.m.	58
2:23 p.m.	64	2:23 a.m.	59
3:23 p.m.	66	3:23 a.m.	60
4:23 p.m.	63	4:23 a.m.	64
5:23 p.m.	67	5:23 a.m.	67
6:23 p.m.	64	6:23 a.m.	67
7:23 p.m.	63	7:23 a.m.	66
8:23 p.m.	63	8:23 a.m.	67
24-hour Noise Level (dBA CNEL)			**70**

dBA = A-weighted decibels; L_{eq} = equivalent noise level; CNEL = community equivalent noise level
See Figure 7 for Approximate Noise Measurement Locations; see Appendix C for full measurement details.

City of Ventura Noise Standards

City of Ventura Municipal Code

The following sections of the City of Ventura Municipal Code are relevant to the analysis:

Section 18.650.130.B.1. provides exterior noise standards as shown in Table 17.

Table 17 Noise Zone Exterior Noise Levels

Noise Zone	Designated Zone	Time Interval	Exterior Noise Level (dBA)
Zone I	Noise sensitive properties	7 a.m. – 10 p.m.	50
		10 p.m. – 7 a.m.	45
Zone II	Residential properties	7 a.m. – 10 p.m.	50
		10 p.m. – 7 a.m.	45
Zone III	Commercial properties	7 a.m. – 10 p.m.	60
		10 p.m. – 7 a.m.	55
Zone IV	Industrial and agricultural	Anytime.	70

dBA = A-weighted decibel

Source: Ventura Municipal Code Section 10.650.130.

Section 18.650.130.B.2 of the Municipal Code provides exterior noise level limits states the following:

> No person shall operate or cause to be operated any source of sound at any location within the city, or allow the creation of any noise on property owned, leased, occupied or otherwise controlled by such person which causes the noise level when measured on any receiving property to exceed the following noise level limits:
>
> a. The exterior noise levels for that land use, as specified in Subsection B.1 above, for a total period of more than 30 minutes in any consecutive 60 minutes;
> b. The exterior noise levels plus 5 dB for a total period of more than 15 minutes in any consecutive 60 minutes;
> c. The exterior noise levels plus 10 dB for a total period of more than 5 minutes in any consecutive 60 minutes; or
> d. The exterior noise levels plus 15 dB for a total period of more than one minutes in any consecutive 60 minutes; or
> e. The exterior noise levels plus 20 dB for any period of time.

Section 18.650.150.D. provides noise standards for construction of buildings and structures:

> Between the hours of 8:00 p.m. of one day and 7:00 a.m. the next day, no person adjacent to or within any residential zone in the city shall operate power construction equipment or tools or perform any outside construction or repair work on buildings or structures, or operate any pile driver, steam shovel, pneumatic hammer, steam or electric hoist or other construction device so as to create any noise which exceeds the noise level limits of this article. These specified construction activities are permitted between the hours of 7:00 a.m. and 8:00 p.m. The Planning Commission and City Council shall retain the right to impose more restrictive hours of construction upon any projects involving construction activity by adding appropriate conditions to the City's approval of subdivisions, planned development permits, conditional use permits, variances and other projects.

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?

Construction

Project construction activities are anticipated to occur over the course of three years, from January 2026 through February 2029. Over the course of a typical construction day, construction equipment would be located as close as 35 feet to the nearest sensitive receptors but would typically be located at an average distance farther away due to the nature of construction where equipment is mobile throughout the site during the day (Appendix C). Site preparation and grading phases were analyzed from the center of the project site to the nearest sensitive receptors; building construction and architectural coating phases were analyzed from the center of the nearest proposed building to the nearest sensitive receptor; and the paving phase was analyzed from center of the nearest proposed on-site road to the nearest sensitive receptor. Table 18 identifies the expected noise levels at the closest sensitive receptors from the center of the specific phase based on the conservatively assumed combined use of all construction equipment during each phase of construction.

Table 18 Estimated Noise Levels by Construction Phase

	L_{eq} dBA		
Construction Phase	**RCNM Reference Noise Level**	**Residences to the West**	**Motel 6 to the North**
Distance in feet	**50 feet**	**245 feet**	**230 feet**
Site Preparation	79 dBA	65 dBA	66 dBA
Grading	83 dBA	69 dBA	70 dBA
Distance in feet	**50 feet**	**65 feet**	**65 feet**
Building Construction	81 dBA	79 dBA	79 dBA
Architectural Coating	81 dBA	79 dBA	79 dBA
Distance in feet	**50 feet**	**35 feet**	**35 feet**
Paving	82 dBA	85 dBA	85 dBA

Source: Roadway Construction Noise Model. See Appendix B for modeling outputs.

As shown in Table 18, construction noise could be as high as approximately 85 dBA L_{eq} during paving, which would occur approximately 35 feet from the nearest sensitive receptors located north and west of the project site. Therefore, project construction activity could, at times, exceed the City's significance threshold of 80 dBA L_{eq} by approximately 5 dBA, which is a potentially significant impact. Mitigation Measure would be required.

Operation

Mechanical Equipment

The primary on-site operational noise source from the project would be from HVAC units that are anticipated to be on the rooftop of various buildings. Rooftop HVAC units would be located as close as 50 feet from the sensitive receptors immediately to the north and west of the project site.

Detailed mechanical specifications for the future HVAC systems are not available at this stage of project design. The unit used for this analysis is a 2.5-ton Carrier 24ABA4030 air conditioner with Puron refrigerant. The manufacturer's noise data lists the unit as having a sound power level of 72 dBA at 3 feet. Manufacturer's specifications for the modeled HVAC equipment are included in Appendix C. Typical HVAC equipment generates noise levels ranging up to 72 dBA at a distance of 3 feet. The nearest sensitive receivers are single family homes and the Motel 6, which are both approximately 50 feet from the closest building containing a rooftop HVAC unit. At a distance of 50 feet, noise levels from HVAC noise would attenuate to approximately 47 dBA, with an additional reduction of 5 dBA resulting from the acoustical shielding from the rooftop parapet walls, resulting in a noise level of 43 dBA. Noise generated by HVAC equipment would not exceed the City's 45 dBA nighttime exterior noise level limit. Therefore, impacts related to mechanical equipment noise would be less than significant.

Other Operational Noise Sources

On-site noise sources such as landscape maintenance, low-speed traffic on internal driveways, conversations, and park activities would be typical of noise generated by neighboring land uses. Noise from these sources would not be readily noticeable in the existing noise environment and would not substantially contribute to overall ambient noise levels in the project vicinity. Therefore, all other operational noise sources would not exceed the City's 45 dBA nighttime exterior noise limit and impacts would be less than significant.

Off-Site Traffic

The project would generate new vehicle trips that would increase noise levels on nearby roadways. According to the *Revised Traffic, Circulation, and Parking Study* (Appendix D), the project is anticipated to generate 2,012 new daily vehicle trips.

The project would not make substantial alterations to roadway alignments or substantially change the vehicle classifications mix on local roadways. Therefore, the primary factor affecting off-site noise levels would be increased traffic volumes. Table 11 in the Noise and Vibration Study provides the estimated project and cumulative traffic noise increases based on average daily traffic volumes provided in the *Revised Traffic, Circulation, and Parking Study* (Appendix D). The maximum increase in traffic noise would be 0.8 dBA CNEL under cumulative conditions along Harbor Boulevard north of Monmouth Way (Appendix C). The project's contribution to the cumulative increase from traffic noise would be a maximum of 0.2 dBA CNEL on Seaward Avenue east of Pierpont Boulevard. This would not exceed the most stringent significance threshold of 1.5 dBA CNEL (Appendix C). Therefore, the increase in traffic noise of 0.8 dBA CNEL would not exceed the significance threshold of 1.5 dBA CNEL and would be less than significant.

Mitigation Measure

N-1 Construction Noise Reduction

The project applicant and construction contractor shall prepare a Construction Noise Control Plan that includes the following measures. The details of the Construction Noise Control Plan shall be included as part of the permit application drawing set and as part of the construction drawing set.

- At least 21 days prior to the start of construction activities, all off-site businesses and residents within 500 feet of the project site shall be notified of the planned construction activities. The notification shall include a brief description of the project, the activities that would occur, the

hours when construction would occur, and the construction period's estimated overall duration. The notification shall include the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint.

- At least 10 days prior to the start of construction activities, a sign shall be posted at the entrance(s) to the job site, clearly visible to the public, that includes permitted construction days and hours, as well as the telephone numbers of the City's and contractor's authorized representatives that are assigned to respond in the event of a noise or vibration complaint. If the authorized contractor's representative receives a complaint, the representative shall investigate, take appropriate corrective action, and report the action to the City.
- During the entire active construction period, equipment, tools, and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, use of intake silencers, ducts, engine enclosures, and acoustically attenuating shields or shrouds), wherever feasible. During the entire active construction period, stationary noise sources shall be located as far from sensitive receptors as feasible, muffled, and enclosed within temporary sheds or insulation barriers, or other measures for equivalent noise reduction will be incorporated to the extent feasible.
- The contractor shall use impact tools that are hydraulically or electrically powered wherever feasible. Where the use of pneumatic tools is unavoidable, an exhaust muffler on the compressed air exhaust shall be used along with external noise jackets on the tools.
- Stockpiling of materials shall be located as far as feasible from nearby noise-sensitive receptors.
- Signs shall be posted at the job site entrance(s) to reinforce the prohibition of unnecessary engine idling. All equipment shall be turned off if not in use for more than five minutes.
- Stereos and other amplified noise not necessary for the completion of construction work shall be prohibited.
- During the entire active construction period and to the extent feasible, the use of noise producing signals, including horns, whistles, alarms, and bells shall be for safety warning purposes only. The construction manager shall ensure the use of use smart back-up alarms, which automatically adjust the alarm level based on the background noise level or switch off back-up alarms and replace with human spotters in compliance with safety requirements and laws.
- Temporary noise barriers at a height of 15 feet shall be erected along the western and northern property boundaries to maintain construction noise levels at or below the performance standard of 80 dBA L_{eq}. Barriers shall be constructed with a solid material that has a density of at least 1.5 pounds per square foot with no gaps from the ground to the top of the barrier.

Significance After Mitigation

Implementation of Mitigation Measure N-1 would entail several noise reduction measures, including use of mufflers and temporary noise barriers. The combination of all measures, including the use of temporary noise barriers, would reduce noise levels by at least 15 dBA (FHWA 2011; Bies et al. 2018; Harris 1991). Therefore, project construction noise levels would be mitigated to 70 dBA L_{eq} or less, which would not exceed the significance threshold of 80 dBA $L_{eq.}$ As such, construction noise impacts would be reduced to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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

Construction activities known to generate excessive ground-borne vibration, such as pile driving, would not be conducted to construct the project. Based on Federal Transit Administration recommendations, limiting vibration levels to below 0.2 in/sec PPV at residential structures would prevent architectural damage regardless of building construction type. The greatest anticipated source of vibration during project construction activities would be from a vibratory roller, which would be used during paving activities. Based on the project site plan, it is assumed the vibratory roller may be used within 25 feet of the nearest off-site residential structures to the west of the project site. A vibratory roller generates up to approximately 0.21 in/sec PPV at a distance of 25 feet (FTA 2018), which would exceed the significance threshold of 0.2 in/sec PPV. Therefore, if a vibratory roller were to operate within 25 feet of a nearby off-site structure, the 0.2 in/sec PPV threshold could be exceeded. Similarly, if grading equipment such as a large dozer operates within approximately 15 feet of a nearby residential structure, the 0.2 in/sec PPV threshold may be exceeded., Impacts would be potentially significant and mitigation is required.

The project does not include substantial vibration sources associated with operation. Therefore, operational vibration impacts would be less than significant.

Mitigation Measure

N-2 Construction Vibration

Prior to the issuance of grading permits, the following measures shall be included as notes on all construction plans:

- If paving activities occur within 25 feet of off-site buildings or structures, a static roller shall be used in lieu of a vibratory roller.
- Grading and earthwork activities within 15 feet of adjacent residential structures shall be conducted with off-road equipment that is limited to 100 horsepower or less.

Significance After Mitigation

Implementation of Mitigation Measure N-2 would require that use of a static roller in lieu of a vibratory roller is used within 25 feet of off-site receptors to reduce construction-related vibration. Specifically, use of a static roller would generate vibration levels of approximately 0.05 in/sec PPV at a distance of 25 feet (McIver 2012). A static roller would generate approximately 0.198 in/sec PPV within 10 feet of adjacent residences to the west. In addition, Mitigation Measure N-2 would require that use of off-road equipment that is limited to 100 horsepower or less in lieu of large earthmoving equipment within 15 feet of off-site receptors to reduce construction-related vibration. Specifically, use of a small bulldozer would generate vibration levels of approximately 0.003 in/sec PPV at a distance of 25 feet (FTA 2018). A small bulldozer would generate approximately 0.006 in/sec PPV at a distance of 15 feet. Therefore, Mitigation Measure N-2 would reduce construction vibration levels to below 0.2 in/sec PPV at nearby buildings and structures. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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?

The project site is not located within an airport land use plan, or within two miles of a public or private airport. The closest airport is Oxnard Airport, which is approximately six miles southeast of the project site. Therefore, the project would not expose future residents and employees to aircraft noise. There would be no impact.

NO IMPACT

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14 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	☐	☐	■	☐
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	■

Environmental Setting

The city of Ventura has a current population of 107,569 (DOF 2024). The average persons per household in the city is 2.46 (DOF 2024). The 2020 forecasts in the 2020-2045 RTP/SCS estimates Ventura's population would increase to 123,900 in 2045. Based on 2017 employment data from the SCAG 2019 Local Profile for the city, there are approximately 61,233 jobs in Ventura (SCAG 2019). SCAG anticipates citywide employment will increase to 66,000 total jobs by 2040 (SCAG 2015).

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)?

The project would result in the creation of 96 new housing units. Based on the city's average persons per household of 2.46, the project would generate a population increase of approximately 236 residents at the time of completion (anticipated to be in 2029). The resulting population increase from the city's current population of 107,569 to a population of 107,805 is within the anticipated growth forecasted in SCAG's regional population forecast of 123,900 persons in 2045. While the project would introduce new jobs to the area, it is expected that the existing labor force within the city would fill the new jobs. As such, the project would not directly induce substantial unplanned population growth in the area.

The project site is in an urban area of Ventura and is surrounded by existing residential and commercial development, roads, and utility infrastructure. The project would not require the extension of roads or the development of substantial utility infrastructure in an undeveloped area. Therefore, the project would not indirectly induce substantial unplanned population growth through the extension of roads or other infrastructure.

As the project would not induce substantial unplanned growth directly or indirectly, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project site is vacant and does not contain existing housing or habitable structures. The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

NO IMPACT

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, or the 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:				
	1 Fire protection?	☐	☐	■	☐
	2 Police protection?	☐	☐	■	☐
	3 Schools?	☐	☐	■	☐
	4 Parks?	☐	☐	■	☐
	5 Other public facilities?	☐	☐	■	☐

Environmental Setting

Fire Services

The City of Ventura Fire Department (VFD) responds to fire, medical, and disaster calls from six stations in the city, the closest to the project site being Fire Station 2 located approximately 0.75-mile northeast at 41 South Seaward Avenue. In 2021, VFD responded to a total 17,260 calls for service (VFD 2022).

Police Services

The Ventura Police Department (VPD) provides police protection services within the city. VPD employs approximately 250 employees, with 137 sworn officers, 82 professional staff, and 31 volunteer staff. In 2020 there were 95,151 calls to VPD which included emergency calls, non-emergency calls, walk-ins, and officer-initiated calls. The project site is located within existing VPD service area (VPD 2020). The VPD headquarters is located approximately 2.75 miles east of the project site.

Schools

Ventura Unified School District (VUSD) provides public school education to Ventura residents, including the project site and its vicinity. VUSD has approximately 18 elementary schools, four Transitional Kindergarten through eighth grade schools, seven middle schools, five high schools, and a variety of additional programs (VUSD 2024a). The nearest VUSD schools to the project site include Pierpont Elementary located approximately 0.4-mile south and Will Rogers Elementary located approximately 0.6-mile northeast.

Parks

The City currently operates approximately 53 parks and recreation facilities, and approximately 800 acres of park lands (City of Ventura Parks and Recreation 2024; City of Ventura 2005). The project site is approximately 0.8-mile southeast of Ocean Avenue Park, 0.8-mile north of the Marina Park and Sailing Center, and approximately 1.0-mile west of Blanche Reynolds Park. San Buenaventura State Beach is approximately 0.3-mile northwest of the project site.

Impact Analysis

a.1. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered fire protection facilities, or the need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

As discussed in Section 14, *Population and Housing*, the project would not induce substantial population growth and would therefore not substantially increase demand fire protection services. In addition, the project site is within VFD's current service area. Pursuant to Municipal Code Chapter 4.220, the project applicant would be required to pay a Fire Facility and Equipment Mitigation Fee in order to provide revenues necessary to fund all or a portion of the cost of new or rehabilitated fire facilities or equipment required to meet the need for adequate fire service capabilities.

Required compliance with applicable building and fire codes, verified through the City's inspection process, would ensure that the electrical, plumbing and mechanical systems for the project would be properly installed during framing operations, thus reducing the potential for fire during the operational phase of the project. In addition, the project would comply with the requirements of the California Fire Code including standards governing water availability for firefighting and accessibility to firefighting equipment such as fire sprinklers and fire hydrants. Pursuant to the California Fire Code, the water system for fire protection shall provide a minimum of 1,500 gallons per minute with a minimum residual main pressure of 20 pounds per square inch. In addition, fire flow test data and water system plans are required to be submitted to the VFD for review at the time of building plan check. Furthermore, the City's Municipal Code requires all building construction be designed and implemented in accordance with the CBC, California Residential Code, California Green Building Code, California Electric Code, and California Plumbing and Mechanical Codes, each of which have specific requirements to reduce the potential for fire to occur. Adherence to these codes would reduce the potential for fire hazards at the project site, thereby reducing the demand for fire protection services.

For the reasons discussed above, the project would not result in substantial adverse physical impacts associated with the provision or need of new or physically altered fire protection facilities,

the construction of which could cause significant environmental impacts. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.2. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

As discussed in Section 14, *Population and Housing*, the project would increase the city's population by approximately 236 residents. This minor increase in population would not alter the existing staffing ratio of 1.2 officers per 1,000 residents. In addition, the project site is within VPD's current service area. Although VPD anticipates the project would increase the demand for police services, including general calls for service, parking enforcement, and administrative tasks, the project would not necessitate an additional police station (Dickey 2023).

The project would incorporate various security features, such as security lighting, to minimize trespassing, vandalism, and other uses which could cause additional demand for police services. The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered police protection facilities, or the need for new or physically altered police protection facilities, the construction of which could cause significant environmental impacts. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered schools, or the need for new or physically altered schools, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

New residential or commercial development, including the project, is required to pay developer fees to fund the reconstruction of school facilities to accommodate students generated from new development projects. As of December 2024, applicants for new residential developments are required to pay $4.08 per square foot, and commercial applicants are required to pay $0.66 per square foot (VUSD 2024b; VUSD 2020). Pursuant to Section 65995(3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Thus, payment of the development fees is considered full mitigation for the project's impacts under CEQA, and no additional mitigation is required. Therefore, with required payment of mitigation fees, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered parks, or the need for new or physically altered parks, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

As discussed in Section 14, *Population and Housing*, the city's population is approximately 107,569 (DOF 2024). Based on this population, and the approximate 800 acres of parkland within the city limits, there are approximately 7.4 acres of parkland for every 1,000 residents.[9] Even with the addition of approximately 236 residents, the citywide ratio of parks per 1,000 residents would remain at 7.4.

The project site is located near city-operated parks and coastline, which would be accessible to future residents. In addition, the project would include 0.25-acre of dedicated parkland, the environmental impacts of which are evaluated throughout this IS-MND, thereby increasing the amount of parkland within the city and further decreasing the need for new or physically altered parks. The project applicant would also be required to pay fees to fund park development pursuant to City Municipal Code Chapter 4.230.

The project would not result in the provision or need of new or physically altered parks, the construction of which could cause significant environmental impacts. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.5. Would the project result in substantial adverse physical impacts associated with the provision of other new or physically altered public facilities, or the need for other new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives?

Development of the project would introduce new residents utilizing libraries and medical facilities. As discussed in Section 14, *Population and Housing*, population growth induced by the project would be well within population forecast projections which are used for regional planning purposes. The project site is in an urbanized area currently served by existing public libraries and medical facilities. These facilities would continue to accommodate the needs of the City, and the project would not result in substantial population growth such that a substantial increased demand for such services would occur. Therefore, the project would not result in the provision or need of new or physically altered public facilities, the construction of which could cause significant environmental impacts. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

[9] Parkland per 1,000 residents was calculated by dividing the acres of parkland by the population, and then multiplying by 1,000. For example: 800 acres parkland / 107,569 population = 0.0074 acres parkland per person. 0.0074 acres parkland per person * 1000 people = 7.4 acres of parkland per 1,000 people.

16 Recreation

	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?	☐	☐	■	☐
a. 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?	☐	☐	■	☐

Environmental Setting

The City currently operates approximately 53 parks and recreation facilities, and approximately 800 acres of park lands (City of Ventura Parks and Recreation 2024; City of Ventura 2005). The public parks and recreational areas closest to the project site include Ocean Avenue Park located approximately 0.7-mile north of the project site, Marina Park located approximately 0.7-mile south of the project site, and Blanche Reynolds Park located approximately 1.0-mile west of the project site. San Buenaventura State Beach is approximately 0.3-mile northwest of the project site.

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?

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?

As discussed in Section 14, *Population and Housing*, the project would result in a population increase of approximately 236 persons. As discussed in Section 15, *Public Services*, this increase in population would not substantially alter the ratio of parks per 1,000 residents. In addition, the project would provide 0.25-acre of parkland and would pay fees to fund park development pursuant to Municipal Code Chapter 4.230 (City of Ventura 2022a). The project includes a recreational park area, the environmental impacts of which are evaluated throughout this IS-MND. There are no existing recreational uses on the project site. The project would not 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 or require the construction or expansion of recreational facilities. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, 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 use (e.g., farm equipment)?	☐	☐	■	☐
d. Result in inadequate emergency access?	☐	☐	■	☐

Associated Transportation Engineers prepared a *Revised Traffic, Circulation and Parking Study* for the project in December 2024 which informs the analysis of potential impacts to transportation and circulation (Appendix D).

Environmental Setting

Regional access to the project site is provided by Highway 101/1 via the Seaward Avenue interchange. Local roads that provide access to the project site include Seaward Avenue, Harbor Boulevard, Pierpont Boulevard, Monmouth Way, and Alessandro Drive. Sidewalks are provided adjacent to the project site. The nearest pedestrian crosswalks to the project site are provided on Seaward Avenue at the Harbor Boulevard and Pierpont Boulevard intersections. The project site is adjacent to Class II bike lanes on Seaward Avenue, Harbor Boulevard, and Pierpont Boulevard. The project site is served by Gold Coast Transit. The nearest transit stop is located at the Seaward Avenue and Thompson Boulevard intersection approximately 0.6-mile northeast of the project site.

Impact Analysis

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

The project does not include elements that would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. The project would not remove or disrupt existing pedestrian access along Harbor Boulevard, Seaward Avenue, or Pierpont Boulevard. The project would not alter the existing bicycle facilities adjacent to the project site. Due to the distance between the project site and nearest transit facility, the project would not disrupt existing transit services.

The project may generate an incremental increase in transit use due to the addition of approximately 236 residents; however, an increase of 236 transit users would represent 3.9 percent of daily ridership, and residents are anticipated to be existing residents of Ventura who are already within the service area of Gold Coast Transit and therefore would not increase ridership (Gold Coast Transit 2023). As described in Section 0, *Environmental Setting*

Electricity and Natural Gas

As a state, California is one of the lowest per capita energy users in the United States, ranked 48th in the nation, due to its energy efficiency programs and mild climate (United States Energy Information Administration 2022). Electricity and natural gas are primarily consumed by the built environment for lighting, appliances, heating and cooling systems, fireplaces, and other uses such as industrial processes in addition to being consumed by alternative fuel vehicles. Most of California's electricity is generated in state with approximately 30 percent imported from the northwest and southwest in 2021; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2022a; CEC 2022b). In addition, approximately 33.6 percent of California's electricity supply in 2021 came from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2022a). In 2018, Senate Bill 100 accelerated the state's Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

Electricity and natural gas service would be provided to the project by SCE and SoCalGas, respectively. Table 6 summarizes the electricity and natural gas consumption for Ventura County, and for SCE and SoCalGas, as compared to statewide consumption.

Table 6 2020 Electricity and Natural Gas Consumption

Energy Type	Ventura County	Energy Provider	California	Proportion of Energy Provider Consumption	Proportion of Statewide Consumption
Electricity (GWh)	5,559	85,870 (SCE)	28,7826	6.5%	2.0%
Natural Gas (millions of therms)	170	5,026 (SoCalGas)	11,711	3.4%	1.5%

GWh = gigawatt-hours

[1]For reference, the population of Ventura County is approximately 2.1 percent of the population of California (39,185,605 persons) (California Department of Finance [DOF] 2022)

Source: CEC 2022

Petroleum

Petroleum fuels are primarily consumed by on-road and off-road equipment in addition to some industrial processes, with California listed as one of the top petroleum-producing states in the nation (CEC 2022c). Gasoline, which is used by light-duty cars, pickup trucks, and sport utility vehicles, is the most utilized transportation fuel in California with approximately 13.6 billion gallons sold in 2020 (CEC 2024). Diesel, which is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles, is the second most utilized fuel in California with 2.3 billion gallons sold in 2020 (CEC 2024). Table 7 summarizes the petroleum fuel consumption for Ventura County, as compared to statewide consumption.

Table 7 2023 Annual Gasoline and Diesel Consumption

Fuel Type	Ventura County (million gallons)	California (million gallons)	Proportion of Statewide Consumption[1]
Gasoline	302	13,576	2.2%
Diesel	37	2,316	1.6%

[1] For reference, the population of Ventura County is approximately 2.1 percent of the population of California (39,185,605 persons) (DOF 2022)

Source: CEC 2024

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources release criteria air pollutant and greenhouse gas (GHG) emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 0, ***Error! Not a valid bookmark self-reference.***, respectively.

Impact Analysis

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

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

Construction

Development of the project would require site preparation and grading, including hauling material off-site; pavement and asphalt installation; building construction; architectural coating; and landscaping and hardscaping. During project construction, energy would be consumed in the form of 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, and vehicles used to deliver materials to the site. As shown in Table 8, project construction would require approximately 102,887 gallons of gasoline and approximately 112,451 gallons of diesel fuel. These construction energy estimates are conservative because they assume that the construction equipment used in each phase of construction is operating every day of construction.

Table 8 Estimated Fuel Consumption During Construction

	Gasoline	Diesel
Construction Equipment and Hauling Trips	–	112,451
Construction Worker Vehicle Trips	102,887	–

Source: Appendix B

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. Construction contractors would be required to comply with the provisions of California Code of Regulations Title 13 Sections 2449 and 2485, which prohibit diesel-fueled commercial motor vehicles and off-road diesel vehicles from idling for more than five minutes and would minimize unnecessary fuel consumption. Construction equipment would be subject to the USEPA Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, per applicable regulatory requirements such as the current CALGreen, the project would comply with construction waste management practices to divert a minimum of 65 percent of construction debris. These practices would result in efficient use of energy necessary to construct the project. In the interest of cost-efficiency, construction contractors also would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, the project would not involve the inefficient, wasteful, and unnecessary use of energy during construction.

Operation

Operation of the project would contribute to regional energy demand by consuming electricity, natural gas, and gasoline and diesel fuels. Natural gas and electricity would be used for heating and cooling systems, lighting, appliances, and water and wastewater conveyance, among other purposes. Gasoline and diesel consumption would be associated with vehicle trips generated by residents, customers, and employees. Table 9 shows the project's estimated annual operational energy consumption.

Table 9 Estimated Project Annual Operational Energy Consumption

Source	Energy Consumption
Transportation Fuels	
Gasoline	57,152 gallons
Diesel	12,057 gallons
Electricity	0.94 GWh
Natural Gas Usage	0.02 million therms

Source: Appendix A; Appendix B

The project would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings) and the California Green Building Standards Code (Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated buildings constructed in California. The California Energy Code applies to the building envelope, space-conditioning systems, and water heating and lighting systems of buildings and appliances, and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements including appliances, water and space heating and cooling equipment, and insulation for doors, pipes, walls, and ceilings. The CEC emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures.

The project would be required to adhere to these energy-saving regulations. In addition, in the interest of both environmental awareness and cost efficiency, project residents and businesses would reasonably be expected to not utilize fuel in a manner that is wasteful, inefficient, or unnecessary. As a result, energy use at the site would be consistent with state energy regulations regarding energy conservation.

The project would not result in the wasteful, inefficient, or unnecessary consumption of energy or conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

18 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
e. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. 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?	☐	☐	■	☐
2. Strong seismic ground shaking?	☐	☐	■	☐
3. Seismic-related ground failure, including liquefaction?	☐	☐	■	☐
4. Landslides?	☐	☐	☐	■
f. Result in substantial soil erosion or the loss of topsoil?	☐	☐	■	☐
g. 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?	☐	☐	■	☐
h. 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?	☐	☐	■	☐
i. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	■
j. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	■	☐	☐

A Geotechnical Engineering Investigation was completed by NorCal Engineering in April 2010, which informs the analysis of potential impacts related to geology and soils and is included as Appendix C to this IS-MND.

Environmental Setting

Ventura is situated between the Pacific Ocean, the Ventura foothills, and the Ventura and Santa Clara rivers. The region, like the greater southern California region, is seismically active and is subject to severe ground shaking from a number of faults in the region. The closest faults to the project site include the Ventura-Foothill Fault approximately 0.9-mile north, the Oak Ridge fault approximately 1.39 miles southeast, and the McGrath fault approximately 1.88 miles southeast (City of Ventura 2005).

Impact Analysis

a.1. 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?

a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

The project site is not within an Alquist-Priolo Earthquake Fault Zone (DOC 2021; Appendix C). Although the project site is subject to ground shaking associated with active and/or potentially active faults in the region, project construction and operation would not involve components which require deep excavations, or boring of large areas that could create unstable seismic conditions or stresses in the Earth's crust. The project would be constructed in accordance with the California Building Code (CBC), which provides earthquake design requirements, including earthquake loading specifications for design and construction to resist effects of earthquake motions in accordance with the American Society of Civil Engineers Standard 7-05. In addition, CBC standards regulate procedures for soil preparation, including, but not limited to: excavation, grading and earthwork, fills and embankments, expansive soils, foundation investigations, liquefaction potential, and soil strength loss. The City's Municipal Code Chapter 12.115 formally adopts the CBC and requires additional seismic safety measures. Compliance with these requirements would reduce seismic ground shaking impacts to the maximum extent practicable with current engineering practices. Since the project would not exacerbate geologic hazards and would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault or strong seismic ground shaking, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.3. 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?

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?

The project site is within a liquefaction hazard zone as defined by the DOC and City (DOC 2021; City of Ventura 2024; Appendix C). The project site is primarily underlain by Camarillo loam with a small portion of fill soils located in the southeastern corner of the project site (United States Department

of Agriculture [USDA] 2022). According to the USDA's Web Soil Survey, Camarillo loam contains approximately 14.3 percent clay (USDA 2022). The City considers the project site to have a low to moderate soil expansion potential (City of Ventura 2005). Seismic-induced settlements would be estimated to be less than one inch and would occur uniformly across the site (Appendix C)

In accordance with the City's General Plan Action 7.7, project proponents are required to perform geotechnical evaluations and implement mitigation as identified within geotechnical evaluations prior to the development of any site (City of Ventura 2005). The project would be required to comply with this action, given the liquefaction risk and moderate expansion potential of soils on the project site (City of Ventura 2005). Consequently, geologic hazards associated with liquefaction and/or expansive soils would be minimized through required implementation of recommendations included within the 2010 geotechnical evaluation, which include recommendations related to foundation and footing design, grading procedures, and soil preparation. Furthermore, compliance with the CBC would reduce potential ground shaking hazards on the project site (Appendix C).

Since the project would not exacerbate geologic hazards on the site and would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving liquefaction or create substantial direct or indirect risks to life or property due to being on an expansive soil, this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

a.4. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is relatively flat, with a slight upward slope from southwest to northeast, and there are no substantial slopes on or near the site. The project site is not near any foothills or other potential landslide areas as defined by the City (City of Ventura 2005). Therefore, the project would not expose people or structures to potential adverse effects resulting from landslides and no impact would occur.

NO IMPACT

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

Project construction would result in ground disturbance activities, which could create the potential for soil erosion and loss of topsoil. The federal Clean Water Act requires compliance with the NPDES Construction General Permit for projects disturbing more than one acre during construction. Because the entire 5.61-acre project site would be disturbed during project construction, the project would be subject to the NPDES Construction General Permit, which requires the development of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include BMPs to control erosion and sediment release. Typical BMPs include, but are not limited to, installation of silt fences, erosion control blankets, and anti-tracking pads at site exits to prevent off-site transport of soil materials. Additionally, the project would be required to implement design standards and procedures which would minimize erosion in compliance with the *Ventura County Technical Guidance Manual for Stormwater Quality Control Measures*. These include, but are not limited to, inspections of vegetated swales for erosion damage and replacement of dead vegetation prior to the wet season to maintain cover density and control erosion on exposed soils (County of Ventura 2018). Regulatory compliance and adherence to BMPs would minimize potential for soil erosion.

Following construction, implementation of the aforementioned BMPs and measures included in the California Stormwater Quality Association Stormwater BMP handbook, such as preservation of

existing vegetation and adding mulching, would reduce potential soil erosion during project operation (City of Ventura 2024j). As further discussed in Section 10, *Hydrology and Water Quality*, the proposed project would be required to control pollutant discharge by implementing BMPs during project operation to ensure that stormwater runoff meets the established water quality standards and waste discharge requirements. The continued use of BMPs and measures included in the California Stormwater Quality Association Stormwater BMP handbook would aid in erosion control during the operation of the project.

With implementation of BMPs during both construction and operation, the project would not result in substantial soil erosion, or the loss of topsoil. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

As stated under Threshold (a.4), the project site is flat and does not abut steep slopes and therefore the project would not induce a landslide. The project would be required to comply with the CBC minimum standards for structural design and site development. This includes standards for excavation, grading, fills, embankments, expansive soils, foundation investigations, liquefaction potentials, and soil strength. Incorporation of required CBC soil treatment programs (replacement, grouting, compaction, drainage control, etc.) in excavation and construction plans would ensure site-specific soil conditions achieve accepted safety standards relative to soil stability. As stated under Thresholds (a.3; d), the project applicant would be required to implement the recommendations included within the geotechnical investigation (Appendix C). In turn, this would minimize the risk of lateral spreading, subsidence, liquefaction, or collapse. Through regulatory compliance and implementation of recommendations within the geotechnical investigation, the project would not increase the potential for landslide, lateral spreading, subsidence, or collapse, or result in adverse effects to expansive soils. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The project would connect to the City of Ventura Wastewater Division's sewer system underlying Seaward Avenue. Therefore, the project would not require the use of septic tanks or an alternative wastewater disposal system. There would be no impact related to the use of septic tanks or alternative wastewater disposal systems.

NO IMPACT

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The City of Ventura General Plan does not identify paleontological resources within the city (City of Ventura 2005). The project site is in an urbanized area within the city and fill soil comprises the upper 5.5-feet of the ground and the rest is comprised of native soil (Appendix C). The site is underlain by Pleistocene-Holocene age soils which are comprised of alluvium, lake, playa, and terrace depositions both consolidated and semi-consolidated. The soils are considered mostly

nonmarine but include marine deposits near the coast (DOC 2015). Given the nature of the project and existing site conditions, project-related ground disturbance would occur in some areas previously disturbed by construction equipment. However, construction activities would also occur in undisturbed areas on the project site along the northeast boundary. Although unlikely, construction activities that disturb surface or subsurface geologic formations greater than five feet below the surface, such as grading and excavation, could result in the destruction, damage, or loss of scientifically important paleontological resources or unique geologic features. Therefore, impacts would be potentially significant, and mitigation is required.

Mitigation Measures

GEO-1 Paleontological Worker Environmental Awareness Program

Prior to the start of construction, a Qualified Professional Paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology standards, or his or her designee shall conduct a paleontological Worker Environmental Awareness Program training for all construction personnel participating in subsurface excavation regarding unanticipated discoveries and the procedures for notifying paleontological staff should fossils be discovered by construction staff. A training acknowledgment form shall be signed by all workers who receive the training, and a copy of the signed training acknowledgement form shall be retained by the project applicant and provided to the City.

GEO-2 Unanticipated Discovery of Paleontological Resources

The City shall require the following mitigation measure for all projects involving ground disturbance of sediments that may have high paleontological sensitivity (i.e., sediments greater than five feet below the surface) in order to mitigate potential impacts to unanticipated paleontological resources discovered during project construction:

- The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If a potential fossil is discovered during project construction, construction activity within 50 feet of the find shall cease until the discovery is examined by a Qualified Professional Paleontologist as defined by the Society of Vertebrate Paleontology (SVP; 2010). If the find is determined to be scientifically significant, the Qualified Professional Paleontologist shall direct all mitigation measures related to paleontological resources consistent with the SVP (2010) standards, which shall include fossil salvage, laboratory preparation, curation in a paleontological repository, and a paleontological monitoring report. Additionally, the Qualified Professional Paleontologist and City shall decide if full- or part-time monitoring shall be instated for further project-related excavations. A Qualified Professional Paleontologist, is defined by the SVP (2010) as an individual with:
    - A graduate degree in paleontology or geology, and/or a publication record in peer reviewed journals; and demonstrated competence in field techniques, preparation, identification, curation, and reporting in the state or geologic province in which the project occurs. An advanced degree is less important than demonstrated competence and regional experience.
    - At least two full years professional experience as assistant to a Project Paleontologist with administration and project management experience; supported by a list of projects and referral contacts.
    - Proficiency in recognizing fossils in the field and determining their significance.

- Expertise in local geology, stratigraphy, and biostratigraphy.
- Experience collecting vertebrate fossils in the field.

Significance After Mitigation

Mitigation Measures GEO-1 and GEO-2 require construction personnel to be trained to identify paleontological resources, and outline what to do in the event paleontological resources are discovered. Implementation of these mitigation measures would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

Greenhouse Gas Emissions, the project would be consistent with SCAG's 2020-2045 RTP/SCS strategies to focus growth near destinations and mobility options. In addition, the project would provide pedestrian and bicycle access, including 68 bicycle parking spaces, consistent with the City's Comprehensive Plan Policy 3.4, which promotes the provision of bicycle storage facilities in the design of private development.

The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system. No impact would occur.

NO IMPACT

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

Pursuant to Senate Bill 743, vehicle miles traveled (VMT) has replaced automobile delay, historically measured as level of service (LOS), as the appropriate metric for evaluating environmental transportation impacts in accordance with CEQA. VMT measures the amount of travel on roadways by all types of motorized vehicles carrying passengers or cargo. Each mile traveled is counted as one vehicle mile, regardless of the number of people in a vehicle. The City has not developed VMT impact thresholds; therefore, this analysis is based on the guidance provided in the California Governor's Office of Land Use and Climate Innovation (LCI; formerly the Office of Planning and Research) *Technical Advisory on Evaluating Transportation Impacts* (2018) for retail commercial and residential uses. Given that the commercial portion of the project differs from the residential land use, these two components are analyzed separately.

LCI guidance recommends screening local-serving uses from conducting a VMT analysis on the grounds that local-serving uses tend to shorten trips and reduce VMT. LCI considers retail commercial development less than 50,000 sf to be local-serving. The retail commercial portion of the project totals 18,755 sf and is therefore considered local-serving and exempt from a quantitative VMT analysis.

LCI guidance recommends a residential project exceeding a level of 15 percent below existing VMT per capita conditions may indicate a significant transportation impact. Local agencies have discretion to develop and adopt their own thresholds or rely on thresholds recommended by other agencies. Since the City of Ventura has not yet adopted VMT impact criteria, the VMT analyses prepared for the project was developed using VMT data presented in the recently updated Ventura County Transportation Commission traffic model for Ventura County and the VMT thresholds as established in the LCI guidance (Appendix D). A summary of the project's impact on the city's current VMT per capita is provided in Table 19.

Table 19 VMT Per Capita Summary

City of Ventura VMT Per Capita	VMT Impact Threshold	Project VMT Estimate
11.79	10.02	9.17

Source: Appendix D

As shown therein, the project would not result in VMT per capita exceeding 15 percent below existing conditions. Therefore, the project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b) and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

Impacts regarding the potential increase of hazards due to a geometric design feature generally relate to the design of access points to and from the project site. Impacts occur when vehicle to vehicle, vehicle to bicycle, or vehicle to pedestrian conflicts occur; as well as from operational delays caused by vehicles slowing and/or queuing to access a project site. These conflicts may be created by the driveway configuration or through the placement of driveways in areas of inadequate visibility, adjacent to bicycle or pedestrian facilities, or too close to busy or congested intersections.

The project site would provide road access via three driveways connection to Harbor Boulevard, Seaward Avenue, and Pierpont Boulevard. These driveways would be designed and installed in accordance with the requirements of the City Public Works Department's Standard Construction Details for driveways. As shown in Figure 11 of the *Revised Traffic, Circulation and Parking Study* (ATE 2024; Appendix D), traffic volumes for the project's proposed access connections would be less than 20 vehicles per hour during the morning and afternoon peak traffic periods. The proposed access connections would adequately accommodate the traffic generated by the project and would not cause a hazard due to traffic operations (Appendix D). In addition, the project would not require the use of farm equipment or other incompatible uses.

Because the project would not introduce geometric design features or incompatible uses, the project would not substantially increase traffic hazards. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Project construction could impede emergency access as result of temporary construction activities within public rights-of-way or other obstructions. Pursuant to Municipal Code Section 18.100.060, a permit is required to encroach upon a public right-of-way or City utility easement or make an excavation in a public right-of-way or City utility easement. As a condition on the issuance of the permit, an applicant is required to carry out encroachment of excavation in accordance with the provisions of the California Manual of Traffic Controls (Manual) as published by Caltrans and/or any additions or modifications adopted by the City. The Manual requires the creation and approval of temporary traffic control plans to be used for facilitating road users through a work zone (Caltrans 2021). Adherence to the requirements of the Manual for all construction activity would minimize potential impacts associated with the impairment or physical interference of an adopted emergency response plan or evacuation procedures. Furthermore, if the City Administrator (referred to as the City Manager in the City of Ventura) determines an encroachment or excavation has been

undertaken in a manner that threatens public safety, the Administrator may require a stop work order pursuant to Municipal Code Section 18.100.200.

During operation, the project would be required to conform to applicable California Fire Code regulations, including Section 503 which provides requirements for fire apparatus access including driveway width and design. Conformance to these requirements would be verified as part of the Building and Safety Division's plan check process, prior to the issuance of a building permit.

Existing regulatory requirements would ensure the project would not result in inadequate emergency access. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

19 Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code Section 21074 as either a site, feature, place, or 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. 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)?	☐	■	☐	☐
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.	☐	■	☐	☐

California Assembly Bill 52 of 2014

California Assembly Bill 52 (AB 52) expanded CEQA by defining a new resource category, "tribal cultural resources." AB 52 establishes that "a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment" (PRC Section 21084.2). It further states the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (PRC Section 21084.3).

PRC Sections 21074(a)(1)(A) and (B) define tribal cultural resources as "sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe" and are:

- Listed or eligible for listing in the CRHR, or in a local register of historical resources as defined in PRC Section 5020.1(k), or

- A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRCSection 5024.1(c). In applying
- these criteria, the lead agency shall consider the significance of the resource to a California Native American tribe.
- AB 52 also establishes a formal consultation process for California tribes regarding tribal cultural resources. The consultation process must be completed before a CEQA document can be adopted or certified. Under AB 52, lead agencies are required to begin consultation with California Native American tribes that are "traditionally and culturally affiliated with the geographic area of the proposed project." Native American tribes to be included in the process are those that have requested notice of projects proposed within the jurisdiction of the lead agency.

Environmental Setting

The project site is in an urban area immediately surrounded by residential and commercial development and roads including Seaward Avenue and Harbor Boulevard. Based on historical topographic maps from 1904, the site has remained undeveloped except for a former surface parking lot in the southwestern most corner of the site that has since been demolished. The project site has been heavily disturbed by the construction of adjacent roadways and surrounding commercial/residential developments, as evidenced by intermixed native soils, imported gravels, and steep, cut slopes along the northern and eastern boundaries of the parcel.

Rincon contacted the NAHC on August 6, 2022, to request a search of the SLF, as well as a contact list of Native Americans culturally affiliated with the project site vicinity. On September 1, 2022, the NAHC responded to Rincon's AB 52 contacts and SLF request, stating that the results of the SLF search were negative.

Impact Analysis

a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074 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)?

b. Would the project cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074 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?

As discussed in Section 5, *Cultural Resources*, no resources 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) have been identified on the project site. The City of Ventura sent AB 52 outreach consultation letters to selected California Native American contacts in November 2022, which included the Barbareño/Ventureño Band of Mission Indians, Chumash Council of Bakersfield, Coastal Band of the Chumash Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino /Tongva Nation, Gabrielino-Tongva Tribe, Northern Chumash Tribal Council, San Luis Obispo County Chumash Council, and Santa Ynez Band of Chumash Indians. One response was received from Santa Ynez Band of Chumash Indians on December 20, 2022, requesting additional information about the project. The City provided the additional information on January 17, 2023,

and no responses have been received to date. The City has complied with the tribal consultation requirements of AB 52 and no tribal cultural resources have been identified at the project site.

Although no tribal cultural resources have been identified, there is potential for undiscovered tribal cultural resources to be uncovered during the construction of the project. In such an event, construction activities could cause a substantial adverse change in the significance of a tribal cultural resource. This impact is considered potentially significant, and mitigation is required. Therefore, implementation of the project would not adversely affect tribal cultural resources, and impacts would be less than significant with mitigation.

Mitigation Measure

CR-1 Unanticipated Discovery of Cultural Resources

Refer to Section 5, *Cultural Resources*, for the full text of this mitigation measure.

Significance After Mitigation

Implementation of Mitigation Measure CR-1 would protect tribal cultural resources in the event of discovery during ground-disturbing activities during project construction, reducing the potential impact on cultural and tribal cultural resources to a less-than-significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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20 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the project:				
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 waste?	☐	☐	■	☐

Environmental Setting

Wastewater

The Ventura Water Reclamation Facility (VWRF) provides treatment services to approximately 98 percent of residents in the city. The VWRF is permitted at 14 million gallons per day (MGD) and discharges an average of 6.6 MGD, up to 9 MGD (City of Ventura 2021). The VWRF also produces recycled water that is treated to tertiary Title 22 standards through tertiary filtration and disinfection. Approximately six percent of the treated effluent is reused as recycled water and the rest is discharged to the Santa Clara River Estuary (City of Ventura 2021). The City's existing NPDES permit for the VWRF indicates once the average daily dry-weather flow equals or exceeds 75

percent of the VWRF's design capacity a report must be submitted outlining the steps needed to provide for additional capacity for waste treatment. Flows are monitored in accordance with NPDES permit requirements (Los Angeles RWQCB 2020).

The City's wastewater collection system consists of approximately 290 miles of sewer pipelines ranging in size from 4 to 42 inches, 11 wastewater lift stations, and the VWRF, a tertiary treatment plant. In addition, the City has taken over the 7.5 miles of sewer mains formerly owned by the Montalvo Community Services District. The collection system conveys flows generally from east to west and north to south, culminating at the VWRF for treatment (City of Ventura 2021).

Water Supply

Currently, there are six water sources supplying water to the city (City of Ventura 2021):

- Casitas Municipal Water District
- Ventura River Foster Park Area
- Mound Basin
- Oxnard Plain Basin
- Santa Paula Basin
- Reclaimed water and reuse from the VWRF

In addition, the City has a 10,000 acre-foot per year contract amount from the California State Water Project, currently not utilized because there are no facilities to deliver the water to the city (City of Ventura 2021).

The most recent iteration of the City's UWMP forecasts the city would have enough water supply to meet the demands of its residents through 2045 (City of Ventura 2021). In addition, each year Ventura Water and the Community Development Department develop a short-term balance of water supply and estimated demands, known as the Comprehensive Water Resource Report (CWRR). The CWRR estimates demands from approved projects, and the most recent CWRR (2024) estimates the current water supply at 18,343 acre-feet. Water supplies are estimated to be 17,550 acre-feet in 2025 and 17,459 acre-feet in 2026. Water demand in 2024 was 13,923 acre-feet. Water demand in 2025 and 2026 is estimated to be 14,052 acre-feet and 14,180 acre feet, respectively (City of Ventura 2024d).

Solid Waste

AB 341 requires businesses generating more than four cubic yards of solid waste to recycle, and requires owners of multi-family housing with five or more units to provide recycling for their tenants. New development projects in the city are required to implement site-specific source reduction, recycling, and re-use programs to comply with AB 939 and AB 341. In addition, SB 1383, which became effective January 1, 2022, requires all businesses, multi-family properties, and residents to subscribe to organic waste collection services and to achieve a 75 percent reduction in the statewide disposal of organic waste by 2025 (City of Ventura 2024g).

The City requires all new residential, commercial, and mixed-use construction projects to divert a minimum of 65 percent of construction and demolition waste from landfill disposal. Applicants are required to submit a Waste Management Plan to the City's Environmental Sustainability Division for approval prior to the issuance of a building permit, and submit a final report at the time of final inspection of the project that provides documentation to show the applicant carried out the Waste

Management Plan as described and achieved the required diversion rate for their project (City of Ventura 2024h).

The City has an exclusive franchise agreement with E.J. Harrison and Sons for solid waste and recycling collection services. As part of the franchise agreement, E.J. Harrison and Sons is required to meet the City's recycling standards, and as a result the City's landfill diversion rate is approximately 74 percent (City of Ventura 2022e). Solid waste is taken to the Gold Coast Recycling and Transfer Station for materials sorting, and trash is sent to the Toland Road Landfill (City of Ventura 2022e). The Toland Road Landfill currently has a daily maximum throughput of 2,864 tons (California Department of Resources, Recycling, and Recovery [CalRecycle] 2022). The Toland Road Landfill has an estimated remaining capacity of 16,068,864 cubic yards and an estimated closure date of April 30, 2033 (CalRecycle 2022).

Electric Power, Natural Gas, Telecommunications

The city is within the service areas of SCE and SoCalGas (SCE 2024; SoCalGas 2024). Telecommunications providers in Ventura include AT&T, Spectrum, Verizon, and other major telecommunications companies.

Impact Analysis

a. Would the project 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?

Water

The project site is within an urban area with an existing water line which traverses the southeastern border of the project site in a southwest to northeast direction. The project would develop on-site water lines which would connect to existing water lines. The environmental effects of these new water lines are analyzed throughout this IS-MND as part of the overall development of the project. Additional new or expanded off-site water infrastructure would not be required to serve the project. Therefore, this impact would be less than significant.

Wastewater

The project site is within an urban area with existing sewer lines. The project would develop on-site sewer lines to connect to existing infrastructure located on Pierpont Boulevard. The environmental effects of this new on-site stormwater drainage is analyzed throughout this IS-MND as part of the overall development of the project. According to the Hydraulic Analysis Report prepared for the project in August 2023 (Appendix E), the project would not require additional capacity improvements beyond that identified in the City's 2022 Wastewater Collection System Master Plan, but would contribute to the need for two sewer improvement projects identified in the City's 2022 Wastewater Collection System Master Plan. Potential environmental impacts of these planned projects would be evaluated as part of the City's review at the time at which they are needed. However, because the project would not directly cause the need for the sewer improvement projects, the project would not require additional wastewater treatment infrastructure. Therefore, this impact would be less than significant.

Stormwater Drainage

The project site is within an urban area with existing stormwater drainage which runs underneath Pierpont Boulevard. The project would develop on-site stormwater drainage to connect to existing infrastructure. The environmental effects of this new on-site stormwater drainage are analyzed throughout this IS-MND. As described in Section 10, *Hydrology and Water Quality*, the project would implement post-construction stormwater control measures pursuant to the *Technical Guidance Manual for Stormwater Quality Control Measures*, including two underground detention basins which would restrict the flow rate of runoff from the site to a level that would mimic existing site conditions. Runoff would be directed to the City's existing storm drain system. Furthermore, full capture system devices installed would be required to have a design treatment capacity greater than the peak flow rate of a one-year and one-hour storm in the subdrainage area (SWRCB 2019; Los Angeles RWQCB 2004). Accordingly, the project would not necessitate additional substantial stormwater drainage. Therefore, this impact would be less than significant.

Electric Power, Natural Gas, Telecommunications

Although the project site is currently vacant and undeveloped, it has access to existing electric power, natural gas, and telecommunications facilities, as the site is in an urban area with surrounding residential and commercial uses. As discussed in Section 6, *Energy*, project operation would consume an estimated 0.94 GWh of electricity per year. The project's electricity demand would be serviced by SCE, which provided 5,558.91 GWh of electricity in Ventura County in 2022 (CEC 2024). The project's demand would represent less than 0.02 percent of all electricity provided by SCE in Ventura County. Therefore, the project would not require or result in the relocation or construction of new or expanded electric power facilities. Estimated natural gas consumption for the project would be approximately 0.02 million therms per year. The project's natural gas demand would be serviced by SoCalGas, which provided 171.05 million therms of natural gas in Ventura County in 2022. The project's demand would represent approximately 0.01 percent of all natural gas provided by SoCalGas in Ventura County. Therefore, the project would not require or result in the relocation or construction of new or expanded natural gas facilities. The project would use existing telecommunications facilities and would not require upgrades to existing facilities or create a demand for service unable to be met by existing providers. Therefore, the project would not necessitate additional electric power, natural gas, or telecommunications infrastructure. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The project would increase water demand compared to existing conditions. Based on the City's 2024 Comprehensive Water Resources Report, multi-family dwelling units demand, on average, 209 gallons per day (gpd) per dwelling unit. A sit-down restaurant demands, on average, 673 gpd per 1,000 sf, and multi-tenant commercial uses demand, on average, 155 gpd per 1,000 sf (City of Ventura 2024). Accordingly, the project would have a water demand of approximately 24,654 gpd, or 27.6 acre-feet per year.[10]

[10] 96 units * 209 gpd per unit = 20,064 gpd (residential); (2,500 sf/1,000 sf) * 673 gpd = 1,683 gpd; (18,755 sf/1,000 sf) * 155 gpd = 2,907 gpd. Total Water Demand: 20,064 gpd +1,683 gpd + 2,907 gpd = 24,654 gpd.

According to the 2020 UWMP, the City anticipates being able to manage its water supply portfolio to provide adequate water to meet demand through 2045 in normal, single-dry, and multiple dry years (City of Ventura 2021). The project's annual demand of 27.6 acre-feet per year represents approximately one percent of the 2,750 acre-feet water surplus the City anticipates it will have in its driest year (City of Ventura 2021). Therefore, there would be sufficient water supplies available to serve the project, and this impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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?

The VWRF is permitted at 14 MGD and discharges up to 9 MGD (City of Ventura 2021). The City's NPDES permit, issued by the Los Angeles RWQCB for the VWRF, indicates that once the average daily dry-weather flow equals or exceeds 75 percent of the plant's design capacity then a report must be submitted outlining the steps needed to provide for additional capacity for water treatment. Plant flows are closely monitored due to the permit requirements to consider expansion when at 75 percent capacity. The City has identified upgrades to the VWRF to improve effluent quality which would involve diversion of VWRF tertiary-treated flows and low-quality groundwater to a new advanced water purification facility. This development has undergone environmental review and is currently in the design phase (City of Ventura 2022e).

Based on the Hydraulic Analysis Report prepared for the project in August 2023, the project would generate approximately 25,372 gallons of wastewater per day, or approximately 0.03 MGD (Appendix E). The VRWF has an approximate 5 MGD available remaining capacity. The additional project-generated 0.03 MGD wastewater would not exceed the available capacity of VRWF. Therefore, the existing wastewater treatment provider would have adequate capacity to serve the project's projected demand in addition to existing commitments. This impact would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. Would the project 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. Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

According to the CalEEMod output for the project, operation of the project would generate approximately 104 tons of solid waste per year (0.28 tons per day) (Appendix A). However, the City diverts approximately 74 percent of its solid waste through source reduction programs such as recycling (City of Ventura 2022e). Therefore, the amount of solid waste sent to landfills would be approximately 27 tons per year, or 0.07 tons per day, which would not exceed the Toland Road Landfill's remaining capacity of 16,068,864 cubic yards (CalRecycle 2024). The project would comply with federal and state regulations related to solid waste, such as AB 939, AB 341, SB 1383, and the project would utilize the City's residential services which implements program to achieve recycling goals set by state regulations. The project would comply with the City's solid waste disposal and collection requirements described within Chapter 6.500 of the Municipal Code, including

requirements to provide and maintain containers for waste, recycling, and organics, and restrictions on burying waste. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of capacity of local infrastructure, and the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

21 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
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 downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	■	☐	☐

Environmental Setting

The project site is not in a Fire Hazard Severity Zone in a State Responsibility Area, or a Very High Fire Hazard Severity Zone (CAL FIRE 2024; City of Ventura 2005). The closest Fire Hazard Severity Zone is located in vegetated foothills approximately 0.9-mile north of the project site (CAL FIRE 2024). Residential and commercial development, arterial streets, and Highway 101/1 stand between the project site and the vegetated foothills.

Impact Analysis

a. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?

The project site is not in a Fire Hazard Severity Zone in a State Responsibility Area, or a Very High Fire Hazard Severity Zone. The closest Fire Hazard Severity Zone is in vegetated foothills approximately 0.9-mile north of the project site (CAL FIRE 2024; City of Ventura 2005).

The City of Ventura has created a Fire Hazard Reduction Program Guidelines, which outlines various methods to reduce vegetation density and create defensible space surrounding residences. Additionally, Ventura County adopted a Community Wildfire Protection Plan in 2023, which includes fire mitigation and evacuation strategies and an action plan to reduce the risk of wildfires in the county and cities within Ventura County. Although the project would increase the population of the city, the increase in population would be outside of a VHFHSZ and would be within population projections for the city as described in Section 14, *Population and Housing.* As such, the project would be consistent with the Ventura County Community Wildfire Protection Plan.

The site is located within Zone 5 of the City of Ventura Emergency Evacuation Plan (City of Ventura 2024k). Project occupants would utilize the major thoroughfares East Main Street and East Thompson Boulevard to evacuate. No roads would be permanently closed as a result of construction or operation of the proposed project. Primary vehicle access would be provided by three driveways with access from Harbor Boulevard, Seaward Avenue, and Pierpont Boulevard. Consistent with Ventura Municipal Code Chapter 14.10, internal roadway widths would have a minimum width of 26 feet to allow for emergency vehicles to maneuver through the project site. Compliance with state and local emergency access requirements would ensure that implementation of the proposed project would not interfere with existing emergency evacuation plans or emergency response plans in the area. The project would not introduce a use that would substantially impair use of evacuation routes within its zone or within the city. As such, the project would not substantially impair an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

The project could expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire due to the fire prone landscape near which the project site is located. The site slopes from east to west, with higher elevations in the eastern portion of the site. Wildfires would not be expected to originate downslope of the project site because those areas, and the project site, are in an urban area. Fires that would originate in the hillsides to the east of the site would typically continue to spread east, up slopes because, according to guidance provided by CAL FIRE, sloping land increases susceptibility to wildfire because fire typically burns faster up steep slopes (CAL FIRE 2000). Due to slope and prevailing winds, the project site's potential to expose occupants to wildfire is low.

The project site and the City of Ventura are subject to seasonal Santa Ana winds, which are strong dry offshore winds that affect southern California in autumn and winter. They can range from hot to cold, depending on the prevailing temperatures in the source regions, the Great Basin, and upper Mojave Desert (Tufts University 2018). The winds are known for being associated with hot, dry weather and are infamous for fanning regional wildfires. Wildfire smoke produced from combustion of natural biomass contains thousands of individual compounds, including particulate matter, carbon dioxide, water vapor, carbon monoxide, hydrocarbons and other organic chemicals, nitrogen oxides, and trace minerals that can be carried in the wind. Therefore, project occupants may be exposed to pollutants from active wildfires in the region. However, this risk would not be unique because the same risk exists for the existing proximate developments. Furthermore, because the site is in an urbanized area, the project itself would not exacerbate wildfire risks, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. As such, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, 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?

The project would involve construction of new internal roadways and new utility connections that would connect to existing utilities as described in Section 19, *Utilities and Service Systems.* The proposed project would include sufficient access for emergency vehicles and would include a fire hydrant. The fire hydrant and water supply would be implemented consistent with the requirements of the California Fire Code as adopted by Ventura Municipal Code Chapter 14.10 to ensure that a reliable fire water source is available on site. The project would also adhere to California Public Resources Code Sections 4442 and 4428 which mandates the use of spark arrestors and requires construction contractors to maintain fire suppression equipment during the highest fire danger period (April 1 to December 1) when operating on or near any forest-covered, brush-covered, or grass-covered land. As discussed in Section 9, *Hazards and Hazardous Materials*, the project would adhere to the California Fire Code and City requirements which would minimize fire risk. The project would not substantially increase existing fire risk associated with infrastructure.

Therefore, the project would not require the installation of maintenance of infrastructure that may exacerbate fire risks and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

d. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Vegetation on hillslopes helps to stabilize soil, slow water flow, and support percolation into the soil. Severe wildfires damage trees, the shrub canopy, vegetation, and soil. Once vegetation burns, a greater surface area of soil is exposed to the elements, and the lack of roots decreases the structural integrity of the soil. In general, steep, hilly areas are especially vulnerable after a wildfire and areas burned at moderate to high severity are of greatest concern due to lack of cover and the development of water repellent layers. Thus, wildfire burn areas typically endure an increased runoff after intense rainfall, which can put residences and structures downslope of a burned area at risk of localized floods and landslides. Due to the site's proximity to a VHFHSZ and the site's slope

from east to west, if a severe wildfire were to occur, slope stability could be compromised to a degree that slope stabilization measures would become necessary. A provision to implement a post-fire erosion control plan, Mitigation Measure WF-1, in the event of a catastrophic wildfire on the project site would minimize the potential for landslide and excessive erosion.

With provisions to implement Mitigation Measure WF-1 if a catastrophic wildfire occurs on the site, the risk of loss of structures and the risk of injury or death due to wildfires and subsequent post-fire shallow slope failure would be reduced. If such a fire event occurs, quick implementation of mitigation would minimize potential for flooding, runoff, or slope instability impacts that may occur post fire. As such, potential impacts associated with post-fire flooding, runoff, or slope instability would be reduced to less than significant with mitigation incorporated.

Mitigation Measures

WF-1 Implement Post-Fire Erosion Control Plan and Application

The project proponent shall develop a plan for immediate erosion control to be deployed in the event of a catastrophic wildfire for review and approval by the City prior to issuance of building permits. The project proponent shall implement erosion control as soon as possible after the event and shall include one or more of the following, as applicable:

1. Install mulch to cover the soil and reduce rain drop impact, overland flow, and soil particle movement. This can be certified weed-free straw, slash, and geotextile fabrics and should be installed as quickly as possible after the fire event.
2. Apply hydro-mulch mixture of water, fiber mulch, and tackifier on burned slopes to prevent soil erosion and foster revegetation. Seed, fertilizer, or soil stabilizing polymers can also be applied with the hydro-mulch.
3. Implement aerial seeding of grasses or legumes with a layer of straw mulch over seeded grasses. Ensure the mix of seed includes native grasses and plants with value for local wildlife.

Within one week of erosion control implementation, the project proponent shall submit a memorandum demonstrating compliance to the City.

Vegetation on hillslopes helps to stabilize soil, slow water flow, and support percolation into the soil. Severe wildfires damage trees, the shrub canopy, vegetation, and soil. Once vegetation burns, a greater surface area of soil is exposed to the elements, and the lack of roots decreases the structural integrity of the soil. In general, steep, hilly areas are especially vulnerable after a wildfire and areas burned at moderate to high severity are of greatest concern due to lack of cover and the development of water repellent layers. Thus, wildfire burn areas typically endure an increased runoff after intense rainfall, which can put residences and structures downslope of a burned area at risk of localized floods and landslides. If a severe wildfire were to occur, slope stability could be compromised to a degree that slope stabilization measures would become necessary. A provision to implement a post-fire erosion control plan (MM WF-1) in the event of a catastrophic wildfire on the project site would minimize the potential for landslide and excessive erosion.

Significance After Mitigation

With provisions to implement Mitigation Measure WF-1 if a catastrophic wildfire occurs on the site, the risk of loss of structures and the risk of injury or death due to wildfires and subsequent post-fire shallow slope failure would be reduced. If such a fire event occurs, quick implementation of

mitigation would minimize potential for flooding, runoff, or slope instability impacts that may occur post fire. Therefore, potential impacts associated with post-fire flooding, runoff, or slope instability would be reduced to less than significant with mitigation incorporated.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

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22 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Does the project:				
a. 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. Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	■	☐	☐
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	■	☐	☐

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?

The project is limited to activities that would occur at the project site, which is currently vacant and surrounded by existing residential uses, commercial uses, and rights-of-way. The project would not include large-scale activities that would pose a substantial threat to species populations.

No cultural resources were identified within or immediately adjacent to the project site during the cultural resources records search, archival and background research, Native American outreach, or field survey. Because no important examples of the major periods of California history or prehistory

are known to be present at the project site, the proposed project would not eliminate important examples of the major periods of California history or prehistory.

NO IMPACT

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)?

As described in the discussions of Sections 1 through 20, with respect to all environmental issues, the project would either have no impact, a less than significant impact, or impacts would be reduced to a less than significant level with implementation of required mitigation. Cumulatively considerable impacts could occur if the construction or operation of other projects coincide with the project, such that similar impacts of multiple projects combine to expose a resource to greater levels of impacts than what would occur with the project alone. The project would have no impact on agriculture and forestry resources, riparian or wetland habitat, historical resources, energy, land use and planning, mineral resources, airport hazards, or displacement. Thus, the project would not contribute to cumulative impacts to these resource topics. In addition, certain resource areas (e.g., geology and soils, hazards and hazardous materials) are by their nature specific to a project location such that impacts at one location do not add to impacts at other locations and therefore would not result in cumulative impacts.

Table 20 lists the cumulative development projects within the City of Ventura. The exact implementation timing of these projects is not known at this time; therefore, it is conservatively assumed that construction of these planned projects could overlap with construction of the proposed project.

Table 20 Cumulative Development Projects

No.	Project Name	Project Location	Project Components	Status
1	Haley Point/Seaview at Midtown	2400 Channel Drive	15 buildings with a total of 72 townhomes	Under construction
2	Residence Inn	770 S. Seaward Avenue	93,000 square foot, 125 room hotel	Under construction
3	2488 Channel Drive Caretaker Unit	2488 Channel Drive	810 square foot caretaker unit	Approved
4	1160 Winthrop Lane	1160 Winthrop Lane	Conversion of an attached garage to an ADU	Approved
5	Lundring Residence	1217 Cornwall Lane	Demolition of an existing single-family residence and construction of a new two and a half story residence	Approved
6	2706 Bayshore Avenue	2706 Bayshore Avenue	Construction 540 square foot ADU and 124 square foot garage addition	Approved
7	1277 New Bedford Court	1277 New Bedford Court	Demolition off existing single-family residence and construction of new two and a half story residence	Approved

No.	Project Name	Project Location	Project Components	Status
8	Interim Fire Station No.7	2269 Alessandro Drive	Construction of an interim fire station	Approved
9	1047 Pittsfield Lane	1047 Pittsfield Lane	Addition of 150 square feet and conversion of a detached garage to an ADU	Approved
10	Knudsen Residence	2188 Monmouth Drive	Addition of a second story ADU	Approved
11	Guthrie Residence	Vacant lot at the end of Bath Lane	Construction of a3,953 square foot two and a half story residence	Entitled
12	Allen residence	Monmouth Drive near Driftwood Lane	Construction of a 2,669 square foot single family residence	Entitled
13	Harbor Starbucks	2148 Harbor Boulevard	Construction of a 2,300 square foot starbucks	Under Review
14	Shellnut	1194 Winthrop Lane	Addition to an existing single family residence	Under Review
15	Del Mar Project	2325 Vista Del Mar Drive	Construction of 215 residences (mix of single-family and townhomes)	Under Review
16	978 Brockton Lane	978 Brockton Lane	Construction of an addition to a single family residence and ADU	Under Review

ADU = accessory dwelling unit
Source: City of Ventura 2024i

Project impacts are primarily temporary, localized effects that would occur during construction activities. Therefore, the potential for the project to contribute to cumulative impacts would be limited to the infrequent periods of project activities and the following issue areas:

- **Aesthetics and Land Use.** Cumulative development in Ventura would be required to comply with the City's Municipal Code, General Plan, and Comprehensive Plan policies which would minimize cumulative impacts to aesthetics and land use.
- **Air Quality.** The Basin is designated nonattainment for the 8-hour federal and State ozone standard, federal hourly ozone standard, and State PM_{10} standards. As such, cumulative air quality impacts currently exist for these pollutants. As discussed in Section 3, *Air Quality*, project construction activities would not generate emissions of this air pollutant exceeding VCAPCD significance thresholds, which are intended to assess whether a project's contribution to existing cumulative air quality impacts is considerable. Cumulative construction air pollution could occur due to overlapping construction schedules and as such, Mitigation Measure AQ-1 would be required. Therefore, the project's contribution to cumulative air quality impacts would not be cumulatively considerable.
- **Biological Resources.** The project site does not contain suitable habitat for wildlife except for nesting birds, which could inhabit trees adjacent to the project site. Cumulative impacts to nesting birds could occur due to overlapping construction activities associated with multiple projects. The project would incorporate Mitigation Measure BIO-1 to avoid the potential to impact nesting bird species. As a result, the project would not have a cumulatively considerable contribution to impacts to nesting birds or other special status species.

- **Cultural and Tribal Cultural Resources.** The project could impact unknown archeological and/or paleontological resources. Other cumulative development projects could also result in impacts to archaeological and paleontological resources if, during ground disturbing activities, these resources were disturbed or destroyed. The project would implement Mitigation Measures CR-1, GEO-1, and GEO-2 which would set standard procedures for the unanticipated discovery of archaeological and/or paleontological resources, including evaluation, consultation with Native American representatives, avoidance, and data recovery. Implementation of Mitigation Measures CR-1, GEO-1, and GEO-2 would ensure the project would not have a considerable contribution to cumulative impacts on archeological or paleontological resources.
- **Greenhouse Gas Emissions.** GHG emissions and climate change are, by definition, cumulative impacts. As discussed in Section 8, *Greenhouse Gas Emissions*, the adverse environmental impacts of cumulative GHG emissions, including sea level rise, increased average temperatures, more drought years, and more large forest fires, are already occurring. As a result, cumulative impacts related to GHG emissions are significant. Thus, the issue of climate change involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. As discussed in Section 8, *Greenhouse Gas Emissions*, project emissions would be below the identified threshold of significance and would therefore not be cumulatively considerable.
- **Hazards and Hazardous Materials.** Similar to the proposed project, cumulative projects would be required to comply with regulations applicable to the use, disposal, and transportation of hazardous materials during construction activities, and compliance with applicable regulations would reduce potential cumulative impacts to less-than-significant levels. With respect to the use and accidental release of hazardous materials in the environment at construction, effects are generally limited to site-specific conditions. Therefore, cumulative impacts related to accidental release of hazardous materials would be less than significant.
- **Hydrology and Water Quality.** Cumulative development would comply with the NPDES Construction General Permit and City stormwater control requirements, which would minimize cumulative impacts to hydrology and water quality.
- **Noise.** Cumulative construction noise could occur due to overlapping construction schedules. The project includes Mitigation Measures N-1 and N-2 to reduce impacts to sensitive receptors from construction noise and construction vibration. Therefore, the project would not have a cumulatively considerable contribution to cumulative construction noise impacts.
- **Population and Housing, Public Services, and Recreation.** While cumulative development could result in substantial population increases which could result in increased cumulative demand for public services and recreation, the project would not result in population growth which would exceed regional population forecasts or necessitate additional public service or recreational facilities. Therefore, the project's contribution to cumulative impacts to population, public services, and recreation would not be cumulatively considerable.
- **Transportation.** Cumulative development could result in a greater number of vehicle trips compared to existing conditions and an increase in VMT. The proposed projects may generate a net increase in VMT; however, the increase in VMT would be negligible. Therefore, the project's contribution to transportation and circulation impacts would not be cumulatively considerable.
- **Utilities and Service Systems.** Cumulative development would result in increased water demand, increased wastewater generation, and increased solid waste generation. The City's UWMP anticipates being able to accommodate the project's anticipated water demand of 27.6 acre-feet per year. Similarly, existing facilities would be able to accommodate the project's anticipated 0.03 MGD wastewater generation and 27.4 tons per year solid waste generation.

Therefore, the project would not considerably contribute to cumulative water demand, wastewater generation, or solid waste generation.

For the reasons discussed above, the project would not have a cumulatively considerable contribution to cumulative impacts.

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

Adverse effects on human beings are typically associated with air quality, hazards and hazardous materials, noise, and wildfire impacts. These impacts are addressed in Section 3, *Air Quality*, Section 9, *Hazards and Hazardous Materials*, Section 13, *Noise,* and Section 20, *Wildfire*. As discussed in detail in these sections, the project would implement Mitigation Measures AQ-1, N-1, and N-2 to reduce air quality and noise impacts to a less than significant level. The project would not result in potentially significant impacts related to the exposure to hazards and hazardous materials or wildfires. With incorporation of Mitigation Measures AQ-1, N-1, and N-2, the project would have a less than significant impact on human beings.

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List of Preparers

Rincon Consultants, Inc. prepared this IS-MND under contract to the City of Ventura. Persons involved in data gathering analysis, project management, and quality control are listed below.

Rincon Consultants, Inc.

Megan Jones, Principal-In-Charge
Greg Martin, Project Manager
Frederico Scarelli, PhD, Coastal Adaptation and Resilience Specialist
Ethan Knox, Environmental Planner
Leslie Slayday, MUP, Environmental Planner
Savanna Vrevich, Environmental Scientist

Appendix A

Air Quality and Greenhouse Gas Study

Appendix B

Energy Calculations

Appendix C

Noise and Vibration Study

Appendix D

Revised Traffic, Circulation and Parking Study

Appendix E

Hydraulic Analysis Report

Appendix F

California Natural Diversity Database and California Native Plant Survey Search Results

Appendix G

Cultural Resources Assessment