



Parcels 20 and 14 Redevelopment Project

Addendum to the Ventura Harbor and Yacht Yard Expansion
Final Mitigated Negative Declaration
SCH # 2015081011

prepared by

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Table of Contents

1	Introduction	1
2	Background	3
	2015 Planned Project (2015 Ventura Harbor Marina and Yacht Yard Expansion)	3
	Proposed Parcels 20 and 14 Redevelopment (Current Project).....	7
3	Impact Analysis	13
1	Aesthetics.....	15
2	Agriculture and Forestry Resources.....	17
3	Air Quality	19
4	Biological Resources.....	23
5	Cultural Resources	33
6	Energy	35
7	Geology and Soils.....	39
8	Greenhouse Gas Emissions	43
9	Hazards and Hazardous Materials	47
10	Hydrology and Water Quality	51
11	Land Use and Planning.....	55
12	Mineral Resources	57
13	Noise	59
14	Population and Housing.....	65
15	Public Services.....	67
16	Recreation	71
17	Transportation	73
18	Tribal Cultural Resources	77
19	Utilities and Service Systems	79
20	Wildfire	83
21	Mandatory Findings of Significance.....	85
4	References	89
	Bibliography.....	89
	List of Preparers.....	92

Tables

Table 1	Estimated Maximum Daily Construction Emissions (lbs/day)	20
Table 2	Estimated Maximum Daily Operational Emissions (lbs/day).....	21
Table 3	Estimated Fuel Consumption during Construction.....	36
Table 4	Estimated Annual Operational Energy Consumption	36
Table 5	Estimated Construction GHG Emissions	44

Table 6	Combined Annual GHG Emissions	44
Table 7	Current Project Consistency with Applicable GHG Plans.....	45
Table 8	Project Site Vicinity Noise Level Monitoring Results	60

Figures

Figure 1	Regional Location Map	4
Figure 2	Project Site Location	5
Figure 3	2015 Planned Project Site Plan for Marina	6
Figure 4	Current Project Site Plan	8

Appendices

Appendix A	Derecktor Marine Holdings Project Description and Site Plans
Appendix B	2015 Adopted IS-MND
Appendix C	California Emissions Estimator Model Results
Appendix D	Cultural Resources Technical Report
Appendix E	Energy Calculations
Appendix F	Traffic Study Addendum

1 Introduction

This document is an Addendum to the Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study-Mitigated Negative Declaration (IS-MND) prepared for the Ventura Port District (SCH No. 2015081011). The IS-MND was adopted by the Ventura Port District (District) on November 18, 2015, and addressed potential environmental impacts associated with the expansion and improvements of the existing Derecktor Ventura operation. The Parcels 20 and 14 Redevelopment Project (herein “Current Project”) encompasses modifications and upgrades to the presently developed project site. The Current Project involves reconfiguration of the existing facilities, including additional boat slips in the marina; improvements to the fuel dock; resurfacing and restriping of the parking lot; changes to the boat storage area; changes to restaurant, retail, and office space; and other minor enhancements to the project site.

This Addendum has been prepared pursuant to *CEQA Guidelines* Section 15164 and addresses the modifications (“Current Project”) relative to the previously proposed VHMYY Expansion Project (herein “2015 Planned Project”). According to Section 15164(b) of the *CEQA Guidelines*, an Addendum to a negative declaration is the appropriate environmental document in instances when “only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent negative declaration have occurred.” Section 15162(a) of the *CEQA Guidelines* states no subsequent negative declaration shall be prepared for a project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and/or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR or Negative Declaration was adopted, shows any of the following:
 - a. The project will have one or more significant effects not discussed in the previous EIR or Negative Declaration;
 - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or Negative Declaration;
 - c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; and/or
 - d. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or Negative Declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Ventura Port District
Parcels 20 and 14 Redevelopment Project

The Current Project does not meet any of the exceptions as outlined in Section 15162(a) of the CEQA Guidelines. Therefore, an Addendum to 2015 Planned Project adopted IS-MND is the appropriate environmental document for the Current Project.

The 2015 Planned Project plans and the adopted IS-MND (and supporting technical studies) are available for review at:

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001

2 Background

The adopted VHMYY Expansion Final IS-MND (SCH No. 2015081011) (herein “adopted IS-MND”) for the District was adopted on November 18, 2015 and consists of the text of the adopted IS-MND accompanied by the responses to public and agency comments, a Mitigation Monitoring and Reporting Program (MMRP), and technical appendices for air quality modeling results, greenhouse gas (GHG) emissions modeling results, the traffic impact analysis, and the 2014 clean marina plan composed of rules and regulations for boat owners/operators to avoid/minimize pollution to the water.

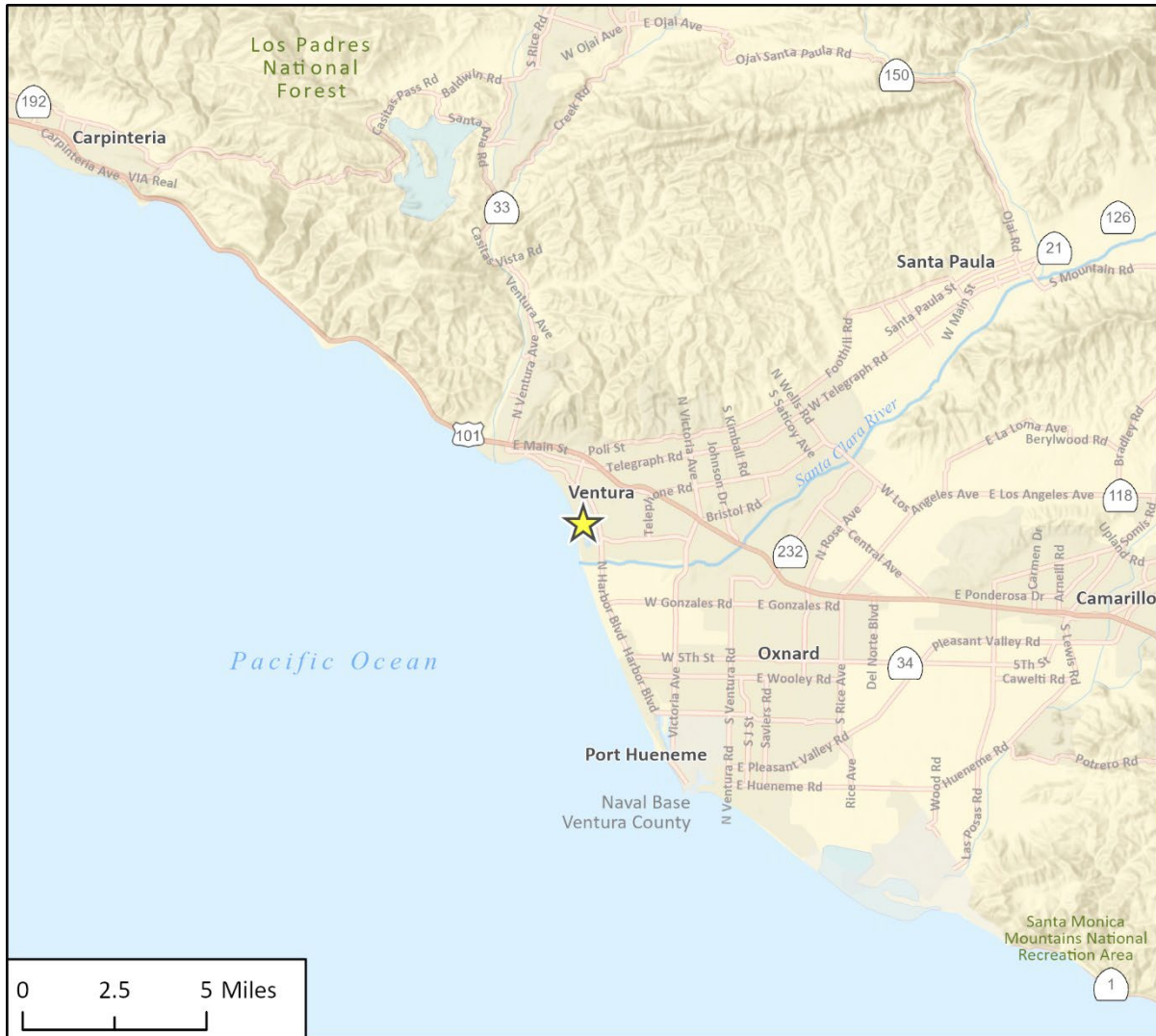
Since adoption of the adopted IS-MND, several modifications to the 2015 Planned Project have been proposed. This section provides an overview of the 2015 Planned Project and adopted IS-MND to provide context for this Addendum prior to evaluating the potential environmental impacts of the proposed project site modifications.

2015 Planned Project (2015 Ventura Harbor Marina and Yacht Yard Expansion)

- The project site is located along Anchors Way Drive in the northern portion of the Ventura Harbor (Harbor) in the City of Ventura, Ventura County, California (Parcels 20 and 14 of the Harbor [on Assessor’s Parcel Number 080-0-240-325]; Figure 1 and Figure 2). The Harbor is a 274-acre multi-use recreational and commercial fishing small craft harbor owned by the District. The District’s property holdings include approximately 152 acres of land and 122 acres of water area (Ventura Port District 2022). The 2015 Planned Project site is approximately 9.7 acres and zoned as Harbor Commercial (HC), as identified in the City of Ventura Municipal Code. The District approved the 2015 Planned Project on November 18, 2015, during adoption of the adopted IS-MND. However, the 2015 Planned Project was not entitled or permitted. It consisted of an expansion to the existing marina to include construction of an expanded dock structure, relocation and improvements to the fuel dock, onshore parking improvements, and other related facility improvements as briefly described below and shown on Figure 3.
- **Expanded Dock Structure.** Increase the number of boat slips from 40 to 80 (40 new boat slips). The dock expansion would involve removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks, and construction of a new, larger dock structure to accommodate 40 additional boats.
- **Relocation and Improvements to Existing Fuel Dock.** Remove current fuel dock, construct new fuel dock as part of the expanded dock structure, and upgrade all fuel-related equipment to current codes.
- **Onshore Parking Improvements.** Repave and restripe the existing parking lot northwest of the marina from 106 spaces to between 111 and 123 spaces.
- **Boat Storage Area Reconfiguration.** Reconfigure the existing exterior boat storage area to accommodate a net increase in boat storage spaces, but the adopted IS-MND states the increase could not be predicted at that time.

Ventura Port District
Parcels 20 and 14 Redevelopment Project

Figure 1 Regional Location Map



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 Fig 1 Regional Location

★ Project Location

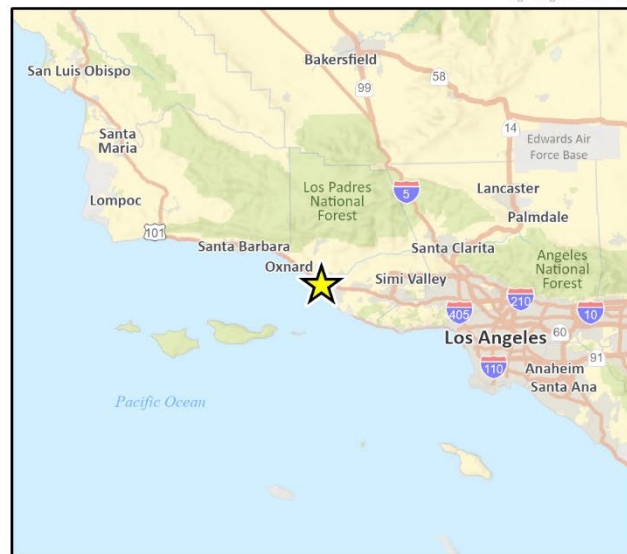


Figure 2 Project Site Location

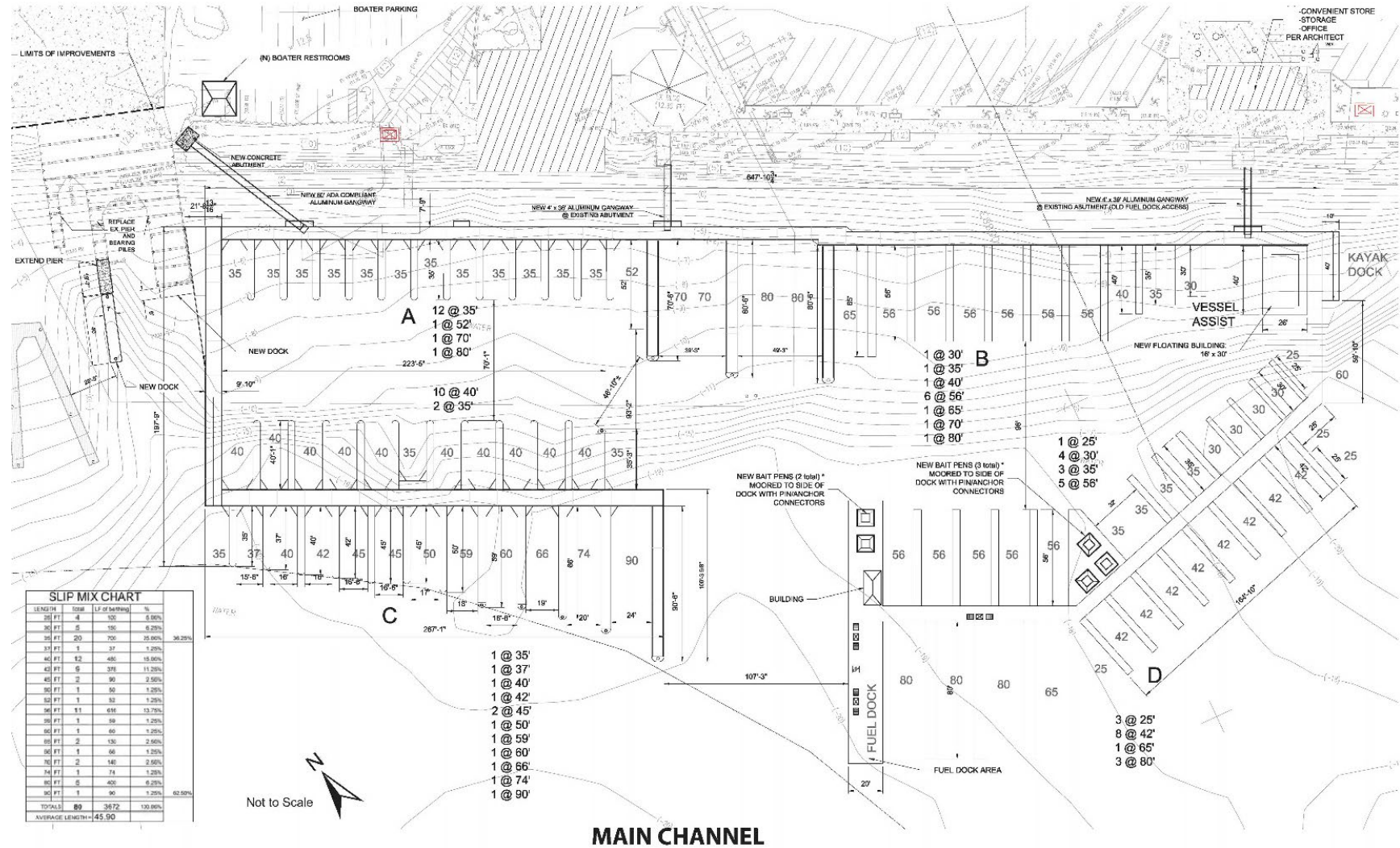


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Fig 2. Project Location

Ventura Port District
 Parcels 20 and 14 Redevelopment Project

Figure 3 2015 Planned Project Site Plan for Marina



SLIP MIX CHART

LENGTH	Total	LP of Mooring	%
20 FT	4	100	0.00%
30 FT	5	150	0.25%
35 FT	20	700	10.00%
37 FT	1	37	0.05%
40 FT	12	480	6.67%
42 FT	9	378	5.25%
45 FT	2	90	1.25%
50 FT	1	50	0.69%
52 FT	1	52	0.72%
56 FT	11	616	8.56%
58 FT	1	58	0.81%
60 FT	1	60	0.83%
65 FT	2	130	1.81%
66 FT	1	66	0.91%
70 FT	2	140	1.94%
74 FT	1	74	1.02%
80 FT	5	400	5.56%
90 FT	1	90	1.25%
TOTALS	89	3672	100.00%
AVERAGE LENGTH =		41.26	

Not to Scale

MAIN CHANNEL

- **Other Related Facility Improvements.** Minor improvements to the marina, including a new Americans with Disabilities Act (ADA)-compliant ramp, additional new restroom/shower facilities, two additional new bait receivers, expansion of the existing haul and launch facilities for boaters, and raising of existing piling heights by an additional five feet for better potential tsunami protection.

Construction for the 2015 Planned Project was to occur in two phases. Phase 1 would have involved replacing the east side of the existing dock structure, and Phase 2 would have involved replacing the west side of the existing dock structure. Each phase of construction would take four to six months. Parking lot repaving and improvements would have occurred between Phases 1 and 2 and would have taken approximately four days. Visitors to the site during resurfacing of the parking lot would have been able to park in other Ventura Harbor parking lots. Shuttle bus service from parking areas to the project site were contemplated if demand warranted such a service.

Proposed Parcels 20 and 14 Redevelopment (Current Project)

The Current Project would be similar to the 2015 Planned Project in that the Current Project would include an expanded dock structure, improvements to the fuel dock, and improvements to the parking lot, although such improvements would be modified from those proposed under the 2015 Planned Project. The Current Project would also include additional improvements not proposed under the 2015 Planned Project, including a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area (Figure 4). It should be noted that none of the improvements planned in 2015 were completed. Specifically, the Current Project would include:

- **Marina Replacement.** Marina replacement would include removal of the existing dock structure and replacement with a new larger dock structure (increase from 32 to 74 commercial and recreational boat slips [including four new ADA-compliant slips], which is six less slips than included in the 2015 Planned Project). The new marina would be approximately 99,441 sf (2.28 acres) larger than under existing conditions and the Parcel 20 boundary would need to be extended to encompass the proposed marina layout. The new marina has been designed in accordance with California Department of Boating and Waterways guidelines. The number of transient boater slips would increase to meet the needs of visitors to the harbor, and space for a water taxi to dock would be provided. Approximately 13 slips would serve commercial vessels ranging from 30 to 75 feet in length and the remaining 61 slips would serve private, recreational vessels ranging from 20 to 60 feet in length. The new marina would be configured so that the slips parallel the prevailing wind and surge from the Harbor entrance to facilitate safer docking. The proposed marina would extend further from the shoreline but would not encroach on the navigation channel boundaries provided by the District.

Dock space would be provided for short-term use to visit restaurants and/or amenities at the Harbor. Similar to existing conditions, seven slips would be available for liveaboards (people who live on their boats). The proposed gangways (i.e., ramps to access the docks) would comply with ADA requirements. Marina entryways would be replaced and would employ modern security and access systems. As per existing conditions, a small barge-type licensed vessel with an approximately 384-sf office for Tow Boat US would be located in the proposed marina with the two Tow Boat US vessels.

Figure 4 Current Project Site Plan



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Fig 4 Current Site Plan

The Current Project would increase the dock area from approximately 16,419 sf to approximately 36,000 sf and would increase the number of guide piles from 45 to approximately 75. The existing timber piles, which are not currently wrapped, would be removed and replaced with 16- and 18-inch prestressed concrete piles. New top-of-pile elevations would be consistent with Port District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles, to accommodate potential sea level rise. The Current Project would raise the top-of-pile elevation two feet less than the 2015 Planned Project (17 feet mean lower low water). Prestressed concrete guide piles have an expected lifespan of up to 80 years, and the height of the piles could be extended in the future, if necessary to accommodate additional sea level rise.

A sewage pump-out station would be added to the marina for use by tenants and the public. The new slips would be provided with metered electricity and potable water. A fire protection system meeting federal, State, and local fire requirements would be installed to provide coverage of the entire marina.

- **Fuel Dock Replacement.** Fuel dock replacement would include removal of existing fuel dock and replacement with larger, upgraded fuel dock onto the new dock structure to improve passenger and vessel access, similar to the 2015 Planned Project. The new fuel dock under the Current Project would include a new 512-sf retail structure, four new bait tanks (three presently exist), and three fuel pumps, whereas the 2015 Planned Project does not include a retail structure and includes five bait tanks.
- **New Marine Services Building.** The Current Project would include a new approximately 7,435-sf, two-story, mixed-use building, immediately south of the parking lot between the existing boat storage and repair area and the existing restaurant (no new building was included in the 2015 Planned Project). The new building would include marine retail at ground level (approximately 3,423 sf) along with new ADA-compliant boater restrooms with showers, a laundry facility, and a lounge for the guests. The marine services building would install four showers and seven toilets. Consistent with the methodology used in the adopted IS-MND, the additional showers and toilets would accommodate an increase of up to 20 liveaboard residents in the marina. An office area would be located on the second level of the building (approximately 4,012 sf). The new building would resemble the “California Arts and Crafts” style used at the existing Water’s Edge Restaurant and existing sportfishing building, including a shingled roof, board and batten siding, and neutral color scheme.
- **Improvements to Existing Restaurant.** A new entrance and elevator measuring approximately 1,779 sf would be built to provide access to the existing second floor of the existing Water’s Edge Restaurant at 1501 Anchors Way Drive, immediately north of the existing marina.
- **Parking Lot Reconfiguration.** The Current Project would include repaving and restriping of the existing parking lot (resulting in an increase from 106 existing parking spaces to 137 parking spaces, which is 14 to 26 more spaces than included in the 2015 Planned Project).¹ Five of the new parking space would be ADA-accessible and 13 spaces with be equipped with electric vehicle (EV) charging stations.
- **Boat Storage Area Reconfiguration.** The existing exterior boat storage area would be reconfigured to accommodate eight boats adjacent to the existing boat repair building and up to 80 boats on dry stacked storage north of the boat storage and boat repair building. Additionally, the existing day-sail storage area would be reconfigured from 78 to 34 stalls. In total, the number of boat storage spaces would increase by two over existing conditions (from

¹ The adopted IS-MND for the 2015 Planned Project analyzes two potential parking lot reconfiguration options; one option is for a total of 106 parking space and the other option is for a total of 111 parking spaces.

Parcels 20 and 14 Redevelopment Project

120 to 122 spaces). The 2015 Planned Project also included a net increase in boat storage spaces, but the adopted IS-MND states the increase could not be predicted at that time.

- **Boat Repair Building.** The interior boat repair building would be renovated to convert it to shop space, and the existing office space would be relocated to the proposed marine services building. The exterior boat repair area adjacent to the boat repair building would continue to be used for boat repair activities. Existing unpaved areas, including the day-sail and exterior boat storage would be paved. The total area of new paving on the site would be approximately 47,355 sf.
- **Additional Site Enhancements.** The Current Project also would include the following additional site enhancements, none of which were included in the 2015 Planned Project:
 - **New Promontory.** The Current Project would include a promontory (pathway) along the waterfront between the existing boat storage and repair area and the existing restaurant.
 - **New Trash Enclosures.** Two new covered trash enclosures would be constructed at the site. The new enclosures would be consistent with City requirements.
 - **New Hardscape and Landscape.** Approximately 37,000 sf of new hardscape and landscape would be added to enhance the project site. Native, drought tolerant plants such as Dudleya succulents, California poppies, common yarrow, and other species would be used in landscaping.
 - **New Façade Paint Scheme.** The façades of the existing restaurant and existing sports fishing building would be repainted.

Construction of the Current Project would occur over several phases to ensure continued use of the existing project site elements during project construction. Construction of the landside and waterside improvements would overlap, with marina construction commencing first. Construction of the marina (Phase 1a) would occur first but could be impacted by construction for the City of Ventura WaterPure Project. Building construction and renovation (Phase 1b) would commence in multiple subphases, starting with the new parking lot and boat storage area then moving southeast toward the water in approximately three phases to allow for adequate parking for the existing businesses. Installation of landscape and hardscape would complete this portion of the upland site work. Renovation of the existing boat repair building would occur along with finalization of the boat storage improvements. Marina construction is expected to take approximately six months and landside construction is expected to take approximately 13 months. Marina reopening is contingent on completion of new landside utilities and dock access.

During construction, best management practices (BMPs) would be implemented during construction to address encounters with unanticipated archaeological and paleontological resources. In the unlikely event that archaeological resources are encountered during ground-disturbing activities, the following best management practices would be implemented:

- Work in the immediate area would be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) would be contacted immediately to evaluate the find.
- If the find is prehistoric, then a Native American representative would also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility.

- If the discovery proves to be eligible for the CRHR and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

In the unlikely event a fossil is discovered during project construction, excavations within 50 feet of the find would be temporarily halted or delayed until the discovery is examined by a Qualified Professional Paleontologist (QPP). The District would include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. If the find is determined to be significant by a QPP, the District would retain a QPP to design and carry out a data recovery plan consistent with the SVP (2010) standards and tasked to direct and carry out all requirements identified in the data recovery plan as necessary to recover and preserve any identified paleontological resources as directed by the data recovery.

The Current Project would implement BMPs suggested by National Oceanic and Atmospheric Administration (NOAA) National Marine Fisheries Service (NMFS) which include a 10-meter exclusion zone for marine mammals to avoid physical injury from construction activities. Integration of the NOAA NMFS prescribed BMPs for pile driving would also be integrated into the Current Project design to help assure avoidance of impacts to marine mammals and other protected species, including alteration or disturbance of foraging or haul-out habitat.

During construction of the marina, it is unknown at the time where existing vessels would be relocated while individual docks are removed and replaced. During landside construction activities, dry storage vessels, and vessels in the boatyard would be kept within the parcel.

Typical construction equipment would be used for both the landside and marina construction and work would be performed both on land and in the water. Water-based construction equipment would likely include a barge-based crane and small work boats. New docks and piles would be lifted from trucks on the land and placed directly into the water or onto floating barges.

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3 Impact Analysis

The following section describes the effects of the Current Project in comparison to the effects of the 2015 Proposed Project analyzed in the adopted IS-MND. The table provided at the beginning of each impact section provides an overview of the Current Project in the context of the 2015 Planned Project and the adopted IS-MND.

The table provides information on where to find the impact analysis in the adopted IS-MND, if the Current Project would require major revisions the adopted IS-MND, if there is new information that would result in new or substantially more severe significant impacts for the Current Project, and if the adopted IS-MND's mitigation measures address and/or resolve impacts for the Current Project.

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1 Aesthetics

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Have a substantial adverse effect on a scenic vista?	Page 16	No	No	No	N/A
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Page 16 through 17	No	No	No	N/A
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?	N/A	No	No	No	N/A
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Pages 17	No	No	No	N/A

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

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

Existing views from the Current Project would be the same as the 2015 Planned Project and include the foothills to the east and Ventura Harbor and the Channel Islands in the distance to the west. Views of the Pacific Ocean beyond Ventura Harbor from the project site and from areas north and east of the project site are also limited due to existing development and to the break wall that protects the entrance to the harbor. Therefore, the addition of the new marine services building would be consistent with other nearby development and would not represent a new substantial impact to the

already developed area. The marina and fuel dock replacement, improvements to the existing restaurant, and parking lot reconfiguration would not represent a substantial change from site conditions from the 2015 Planned Project.

The Current Project site is not visible from an officially designated state scenic highway. United States (U.S.) Highway 101 is the nearest state highway, approximately 0.65 mile north of the project site, and is not officially designated as a state scenic highway (California Department of Transportation [Caltrans] 2018). Therefore, the Current Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

- 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?*

Although this impact was not explicitly addressed in the adopted IS-MND because it was not included in the CEQA Guidelines in effect at the time, the project is located in an urbanized area. According to Public Resources Code 21071(a), Ventura is classified as an urbanized area because its population is more than 100,000 persons (United State Census 2021). As described in the adopted IS-MND, the project site is zoned "Harbor Commercial" (HC), has a land use designation of "Commerce," and is within the Harbor Master Plan. The proposed project does not involve any change in land use. The Current Project would not conflict with applicable zoning and other regulations governing scenic quality. No impact would occur.

- 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 Current Project would involve operation of a new marine services building. The building would be equipped with security lighting, which would create light while in operation. The lighting would be exterior lighting and would be shielded downwards to prevent light from shining outside of the project site. The security lighting on the new marine services building would not adversely affect daytime or nighttime views in the area.

As discussed in the adopted IS-MND, the 2015 Planned Project would introduce to the site new sources of lighting (such as security lighting for the buildings and parking lot), as well as sources of glare from reflective surfaces such as windows on buildings and cars. The Current Project would have similar effects through increasing parking capacity, increasing the number of boat slips on the marina and increasing the number of liveaboards. Therefore, the Current Project would not result in new or substantially more severe significant impacts to light and glare beyond those identified in the adopted IS-MND.

2 Agriculture and Forestry Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 19	No	No	No	N/A
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	Page 19	No	No	No	N/A
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))?	Page 19	No	No	No	N/A
d. Result in the loss of forest land or conversion of forest land to non-forest use?	Page 19	No	No	No	N/A
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?	Page 19	No	No	No	N/A

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?

Parcels 20 and 14 Redevelopment Project

- 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?*

As described in the adopted IS-MND, there are no areas of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Williamson Act lands on or near the project site. As the project site does not constitute forest land and is not zoned for forest land or timber land production, neither the 2015 Planned Project nor the Current Project would conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, nor would it result in the loss of forest land or conversion of forest land to non-forest use. Therefore, the Current Project would also have no impact on Farmland or agricultural uses or forest land, consistent with the 2015 Planned Project.

3 Air Quality

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with or obstruct implementation of the applicable air quality plan?	Page 20	No	No	No	N/A
b. Would the project conflict with or obstruct implementation of the applicable air quality plan?	Pages 21 through 22	No	No	No	N/A
c. Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	Page 22	No	No	No	N/A
d. Would the project expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities, and residences) to substantial pollutant concentrations?	Page 22	No	No	No	N/A
e. Would the project create objectionable odors affecting a substantial number of people?	Pages 22 through 23	No	No	No	N/A

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

The project site is located in the South Central Coast Air Basin (SCCAB) and within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact from conflicts with the VCAPCD’s 2007 Air Quality Management Plan (AQMP). The 2015 Planned Project would add approximately 15 new persons to the City of Ventura, and as discussed in the adopted IS-MND, the 2015 Planned Project’s increase in population would be within regional and local growth projections.

The Current Project would be located in the Ventura Harbor Marina, similar to the 2015 Planned Project, and thus would also be located within the SCCAB and under the jurisdiction of the VCAPCD. The Current Project would incrementally increase the number of liveboards compared to the 2015 Planned Project. The City of Ventura is designated as a growth area by VCAPCD's 2022 AQMP (VCAPCD 2022) and has a current estimated population of 108,231 people (California Department of Finance [DOF] 2022). In 2045, the City's projected population would be 123,900 people (Southern California Association of Governments [SCAG] 2020). The anticipated population increase from the Current Project would not constitute a substantial increase in population and would be within regional growth projections for the City of Ventura growth area. Therefore, the Current Project would be consistent with VCAPCD's 2022 AQMP, and the Current Project would not result in new or substantially more severe significant impacts related to conflicts with applicable air quality plans beyond those identified in the adopted IS-MND. Impacts would be less than significant, and consistent with the 2015 Planned Project

b. Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

According to California Air Resources Board (CARB) Area Designation Maps, Ventura County is in non-attainment for the federal and State ozone standard and for the State PM₁₀ standard (CARB 2020). VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, VCAPCD recommends implementation of emission and dust control requirements for all construction projects with reactive organic gas (ROG) and nitrous oxide (NO_x) emissions over 25 pounds per day (lbs/day) (VCAPCD 2003).

As discussed in the adopted IS-MND, construction and operation of the 2015 Planned Project would have a less than significant impact with respect to the potential for a violation of air quality standards or substantial contribution to an existing or projected air quality violation. Construction and operational emissions modeled for the 2015 Planned Project were both lower than the 25 lbs/day threshold for ROG and NO_x. The adopted IS-MND determined that increased number of slips may also generate a minor increase in boating activity in the harbor, which could incrementally increase emissions associated with such activity. However, the adopted IS-MND determined that emissions would be sporadic and would not be expected to approach VCAPCD daily thresholds.

Air pollutant emissions associated with the Current Project were estimated using the California Emissions Estimator Model (CalEEMod) (version 2020.4.0). The CalEEMod results for the Current Project can be found in Appendix C.

Current Project Construction Emissions

Project construction would generate temporary air pollutant emissions associated with fugitive dust (PM₁₀ and PM_{2.5}) and exhaust emissions from heavy construction equipment and construction vehicles in addition to ROG emissions that would be released during the drying phase of architectural coating. Table 1 summarizes the estimated maximum daily emissions of pollutants during project construction. As shown therein, construction-related emissions would not exceed VCAPCD thresholds for ROG and NO_x. Therefore, project construction would not result in violation of an air quality standard or contribute substantially to an existing or projected air quality violation, and construction impacts would be less than significant, consistent with the 2015 Planned Project.

Table 1 Estimated Maximum Daily Construction Emissions (lbs/day)

Construction Year	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
2023	0.4	3.1	3.1	< 0.1	0.3	0.2
2024	1.5	9.3	10.4	< 0.1	0.8	0.5
2025	0.5	1.4	1.8	< 0.1	0.1	0.1
Maximum Emissions	1.5	9.3	10.4	< 0.1	0.8	0.5
VCAPCD 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; ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix C for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including VCAPCD Rule 55) and project design features. Emissions presented are the highest of the annual modeled emissions.

Current Project Operational Emissions

Operation of the project would generate criteria air pollutant emissions associated with area sources (e.g., consumer products and landscaping equipment), energy sources (i.e., use of natural gas for space and water heating and cooking), and mobile sources (i.e., vehicle trips to and from the project site, but excluding boats). Table 2 summarizes the project’s maximum daily operational emissions by emission source. As shown therein, operational emissions from area sources, energy sources, and mobile sources, excluding boats, would not exceed VCAPCD thresholds for ROG and NO_x.

Table 2 Estimated Maximum Daily Operational Emissions (lbs/day)

Emissions Source	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area	0.2	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Energy	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1	< 0.1
Mobile	0.4	0.4	3.3	< 0.1	0.7	0.2
Total	0.7	0.4	3.3	< 0.1	0.7	0.2
VCAPCD 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; ROG = reactive organic gases, NO_x = nitrogen oxides, CO = carbon monoxide, SO₂ = sulfur dioxide, PM₁₀ = particulate matter 10 microns in diameter or less, PM_{2.5} = particulate matter 2.5 microns or less in diameter

Notes: All emissions modeling was completed made using CalEEMod. See Appendix C for modeling results. Some numbers may not add up due to rounding. Emission data is pulled from “mitigated” results, which account for compliance with regulations (including VCAPCD Rule 55) and project design features. Emissions presented are the highest of the annual modeled emissions.

The Current Project would not add more boat slips than analyzed in the adopted IS-MND, and thus would not result in an increase in boat emissions when compared to the 2015 Planned Project. Therefore, the previous conclusion regarding boat emissions to be sporadic and within VCAPCD thresholds would apply to the Current Project. Impacts related to criteria pollutant emissions from project operation would therefore be less than significant, and the Current Project would not result in new or substantially more severe significant impacts related to operational criteria pollutant emissions beyond those identified in the adopted IS-MND for the 2015 Planned Project.

Parcels 20 and 14 Redevelopment Project

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

As discussed in the adopted IS-MND, the 2015 Planned Project would be consistent with VCAPCD's AQMP and would not exceed VCAPCD emissions thresholds, and therefore would not result in a cumulatively considerable net increase of any criteria pollutant for which Ventura County is in nonattainment.

Similar to the 2015 Planned Project, the Current Project would also be consistent with VCAPCD's AQMP (See threshold *a*) and would not exceed VCAPCD emissions thresholds (See threshold *b*). Therefore, the Current Project would not result in new or substantially more severe significant impacts related to increases in criteria pollutants for which Ventura County is in non-attainment, beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- d. Would the project expose the public (especially schools, day care centers, hospitals, retirement homes, convalescence facilities, and residences) to substantial pollutant concentrations?*

As discussed in the adopted IS-MND, the 2015 Planned Project would not generate emissions that would expose sensitive receptors to substantial pollutant concentrations. The Current Project would be located in the Ventura Harbor, similar to the 2015 Planned Project, and encompasses a larger project site than the 2015 Planned Project. Sensitive receptors near the project site include a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast.

As discussed under threshold *b* and threshold *c*, the Current Project would not generate emissions that exceed VCAPCD significance thresholds. Therefore, nearby sensitive receptors would not be exposed to substantial pollutant concentrations from the Current Project. The Current Project would not result in new or substantially more severe significant impacts related to exposure of sensitive receptors to air pollution beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- e. Would the project create objectionable odors affecting a substantial number of people?*

As discussed in the adopted IS-MND, the 2015 Planned Project would not generate objectionable odors that affect a substantial number of people. Similar to the 2015 Planned Project, the Current Project would involve redevelopment of a marina, boat yard and repair area, and fuel pumps, all of which are not identified as odor-generating land uses in Table 6-3 of the Ventura County Air Quality Assessment Guidelines (2003). The new buildings included in the Current Project would be used for retail space and marine services and would not be odor generating. Odors generated from operation, such as from the fuel pumps, would be similar to those associated with the existing marina and are not anticipated to increase from existing conditions. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to odors beyond those identified in the adopted IS-MND for the 2015 Planned Project.

4 Biological Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Pages 27 through 28	No	No	No	Yes
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?	Page 28	No	No	No	N/A
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?	Page 28 through 32	No	No	No	Yes
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?	Page 32	No	No	No	N/A

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Page 32	No	No	No	N/A
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?	Page 32	No	No	No	N/A

This assessment is based on a review of the adopted IS-MND project description and biological resources section, a review of the 2015 Planned Project and Current Project description, a recent literature and database review, and a recent reconnaissance-level field survey. The field survey was completed by Rincon biologists Jaime Grunden and Kendra Bonsall on November 11, 2022. Biologists documented all plant and animal species and vegetation communities. No aquatic surveys were completed as part of this assessment.

Based on the 2022 field survey, site conditions remain similar to the February 19, 2015, field survey. The urban setting continues to support very little terrestrial vegetation, limited to algae on the existing dock pilings and riprap. Ornamental Mexican fan palm (*Washingtonia filifera*) and iceplant (*Carpobrotus sp.*) border the paved parking areas and rock riprap along the edges of the harbor. No protected trees, such as heritage trees, would be impacted by the Current Project. Within the harbor, bottom conditions consist of unvegetated substrate composed of sand and silt. Kelp beds are not present within Ventura Harbor, though drifting pieces of giant kelp (*Macrocystis pyrifera*) and feather boa kelp (*Egregia menziesii*) were observed within the site during the survey. Eelgrass beds are not known to occur within the Inner Harbor, and no eelgrass was observed growing, floating, or washed-up on the shoreline/riprap during the survey.

Wildlife observed during the field survey were limited, primarily due to the urban environment with continued pedestrian use and boating activities. However, the boat docks and ornamental vegetation provide feeding and perching habitat for avifauna. The boat docks also provide temporary landing areas for harbor seal (*Phoca vitulina*) and the supporting piles provide habitat for intertidal invertebrates, including, but not limited to, native limpets, barnacles, and polychaete worms (*Sabellidae* spp.), invasive bryozoans (*Bugula neritina* and *Watersipora subtorquata*), and blue mussel (*Mytilus edulis*). Wildlife detected within or adjacent to the project site included harbor seal, double-crested cormorant (*Phalacrocorax auritus*), California gull (*Larus californicus*), and western gull (*Larus occidentalis*). No reptiles, amphibians, or fish were observed during the survey.

Although highly disturbed already, the project site and surrounding area could provide low quality habitat for perching for waterfowl, migratory birds, or resting locations for marine mammals, as well

as foraging habitat for special-status species. As discussed in the adopted IS-MND, these species may include California least tern (*Sterna antillarum browni*), western snowy plover (*Charadrius alexandrinus nivosus*), brown pelican (*Pelecanus occidentalis californicus*), harbor seal, California sea lion (*Zalophus californianus*), and common bottlenose dolphin (*Tursiops truncatus*). These species may occur temporarily within the project site for roosting, foraging, resting, and swimming in the harbor within and/or near the project site. The palm trees and other ornamental vegetation and structures, including the boat docks and ramps, provide suitable habitat for nesting birds.

A review of recent literature and database queries resulted in similar records as the 2015 queries; however, American peregrine falcon (*Falco peregrinus anatum*), Mexican long-tongued bat (*Choeronycteris mexicana*), Crotch bumble bee (*Bombus crotchii*), and coastal whiptail (*Cnemidophorus tigris multiscutatus*) were new records not previously documented in 2015. Suitable habitat for these species does not occur within the project site and they are not expected to occur. However, of these species, American peregrine falcon may fly over the project site while foraging, or temporarily perch in or near the project site and therefore this species is further discussed below.

American Peregrine Falcon

The American peregrine falcon is a California Department of Fish and Wildlife (CDFW) fully protected species that occurs in a variety of habitats for foraging and known to nest along cliff sides and occasionally on human-made structures such as bridges or tall buildings. American peregrine falcons prey on small to medium sized birds, small reptiles, mammals and bats. They prefer wide open spaces and can reach speeds of up to 200 miles per hour (mph) when pursuing their aerial prey. There is one CNDDDB occurrence within a five-mile radius associated with the Mandalay Power Plant, approximately 1.5 miles south of the project site. There are also multiple occurrences of the species documented in eBird (Cornell Lab of Ornithology 2022b) within the project area. The species has a moderate potential to fly over while foraging and/or temporarily perch within and near the project site; however, suitable nesting sites do not occur within the project site nor have been previously documented in the project site.

Similar to the 2015 biological assessment, no special status plants have been documented in the project site. Due to the unchanged existing conditions and continued human uses within the project site, sensitive vegetation communities, eelgrass, Caulerpa, and special status plant species continue to be absent from the project site.

In the recent review of the United States Fish and Wildlife Service (USFWS) Critical Habitat Mapper, no additional critical habitat has been delineated near the project site. The Ventura Harbor, within the project site, continues to be delineated as National Oceanic and Atmospheric Administration (NOAA) Essential Fish Habitat (EFH) for common groundfish, coastal pelagic species, finfish, and krill. As the definition of EFH includes “waters and substrate,” it was necessary to evaluate the water within the project reach as EFH. These waters are considered subtidal habitat, but do not satisfy the Magnuson-Stevens Act EFH definition as “those waterways and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity.” The sand/silt bottom, devoid of emergent and submergent vegetation cannot accurately be described as “necessary” to fish for spawning, breeding, feeding, or growth to maturity as there is no shelter for escape or brood protection from predators (Compliance Biology 2012).

Parcels 20 and 14 Redevelopment Project

- 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 adopted IS-MND determined construction and operation of the 2015 Planned Project would result in impacts that are *Potentially Significant Unless Mitigation Incorporated* to listed or other special status species including those listed or designated by the CDFW or USFWS.

Based on the results of the literature and database review and the field survey completed in November 2022, no threatened or endangered wildlife or plant species have been documented within the Current Project site and therefore none are expected to be impacted by the project.

The Current Project would be similar to the 2015 Planned Project in that the Current Project would include an expanded dock structure, improvements to the fuel dock, and improvements to the parking lot, although such improvements would be modified from those proposed under the 2015 Planned Project. The Current Project would also include additional improvements not proposed under the 2015 Planned Project, including a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area. The redevelopment of the marina includes the removal of the existing dock structures and replacement with 74, 16- to 18-inch diameter prestressed concrete piles using a water jetting method. Biological impacts related to overwater dock coverage or shading are primarily associated with potential impacts to eelgrass and avian foraging of finfish, for the 2015 Planned Project and the proposed project. No eelgrass has been documented in the project footprint or anywhere in Ventura Harbor and Mitigation Measure BIO-3 of the adopted IS-MND requires a pre-construction eelgrass survey and compliance with the California Eelgrass Mitigation Policy, if eelgrass was observed and would be impacted. The increased dock coverage occurs in areas not previously occupied by docks in water deeper than -12 feet Mean Lower Low Water (MMLW). Water deeper than -10 feet MLLW is not considered suitable eelgrass habitat in the highly turbid Ventura Harbor.

Changes to dock surface coverage do not represent a significant impact to avian aquatic forage habitat in the harbor or the expansive adjacent nearshore habitat. The primary and quality avian aquatic foraging habitat for resident and migratory avian wildlife occurs in the nearshore waters of adjacent Pierpont and Ventura Beach where finfish are more abundant, and the habitat absent of high vessel traffic, public use, and terrestrial-based avian predators.

Marina construction involves limited bottom disturbance outside of pile installation that could impact water quality. Water quality impacts would be temporary and highly localized and would be covered by permit conditions and BMPs required by Regional Water Quality Control Board and the project's pending water quality certification.

Pile driving can be accomplished through multiple methods with impact and vibratory methods determined to have significant impacts to marine mammals caused by either direct injury and indirect behavioral impacts associated with the animal's response and sensitivity to high-intensity noise from pile installation. Marine mammals exposed to high-intensity sound repeatedly or for prolonged periods can experience hearing threshold shift, which is the loss of hearing sensitivity at certain frequency ranges (Kastak et al. 1999). Impact pile driving of the piles typically generates between 140-162 decibel sound exposure levels (dB SEL) at 10 meters based on acoustic testing (Caltrans 2015). The Current Project's driving of piles would be conducted using a water jet affixed to the piles that does not create a significant noise source. Because piles would be installed using jetting, impacts to marine mammals or other protected species would be negligible. Marine mammals are moderately

common in Ventura Harbor with the California sea lion accounting for most occurrences. The sound pressure levels generated from the water jet pile driving are not likely to cause injury to marine mammals. BMPs suggested by NOAA National Marine Fisheries Service (NMFS) include a 10-meter exclusion zone for marine mammals to avoid physical injury from construction activities. As described in Section 2, *Background*, NOAA NMFS prescribed BMPs for pile driving would be integrated into the project design and would help assure avoidance of impacts to marine mammals and other protected species, including alteration or disturbance of foraging or haul-out habitat.

The Current Project would not introduce new impacts or substantially increase impacts related to any special status species and would be consistent with the impact analysis provided in the adopted IS-MND. Mitigation measures included in the adopted IS-MND, specifically BIO-1, BIO-2, and BIO-3, would still apply as adequate mitigation to reduce impacts. All mitigation measures listed below would reduce impacts to special status species, and other local wildlife, to a less-than-significant level.

Mitigation Measures

The following mitigation measures from the adopted IS-MND are required to reduce impacts to nesting avian species, fish and marine mammals foraging in the area, and any potentially occurring eelgrass or Caulerpa.

BIO-1 Wildlife Clearance Survey

Docks and other structures provide resting and roosting habitat for special status species. A general wildlife clearance survey shall be conducted prior to demolition of structures to ensure any special status wildlife species have left the area. California brown pelicans or harbor seals could enter the project area. If California brown pelicans or harbor seals are observed, construction activities that could impact these species shall be halted until the animals leave the area. If other special status species are observed during the clearance survey, a District-approved biologist shall determine an appropriate avoidance buffer and will be present during construction activities to determine if construction activities are impacting the species. Minimization measures, including buffers, for non-nesting Migratory Bird Treaty Act (MBTA) special status species will be implemented under the direction of a District-approved biologist.

BIO-2 Nesting Bird Survey

Palm trees, ornamental vegetation and structures suitable for nesting for MBTA-protected species, including raptors (such as barn owls), waterbirds, and songbirds occur within and adjacent to the project site. Direct and indirect impacts could occur to any nests, if present, from project activities. Therefore, if construction of the project begins during the bird-breeding season (February 15 - September 15), a nesting bird survey of potentially suitable nesting habitat shall be conducted a maximum of seven days prior to the project start date by a District-approved biologist (a person with a biology degree and/or established skills in bird recognition). If the project begins outside of the bird-breeding season and continues through the bird-breeding season, a survey shall be conducted within seven days of February 15th. If a nest of a species afforded protection under the California Fish and Game Code (CFG) Code or MBTA is found to be active, a District-approved biologist shall determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area shall not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area.

BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal

Prior to the removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or Caulerpa is present. The results of the survey shall be submitted to the District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the NMFS and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If Caulerpa is found to be present, it shall be removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.

No residual impacts would occur from mitigation measures BIO-1, BIO-2, or BIO-3.

- 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?*

Consistent with the adopted IS-MND, no riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the CDFW or USFWS occur within the project site. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to riparian habitat or other sensitive natural community beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- c. Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The project site is located within the Ventura Harbor, within jurisdictional waters regulated by the USACE, RWQCB, California Coastal Commission, CDFW, and City of Ventura. Potential impacts to the Harbor remain consistent with the adopted IS-MND, which includes water quality impacts from the potential accidental discharge of materials, such as fuel and other hazardous materials, into the Harbor during construction and operation of the project. As discussed in the adopted IS-MND, the project shall comply with the policies and procedures outlined in the VHMYY Clean Marina Plan, thereby reducing potential water quality impacts to the Harbor from potential discharge of contaminants during project operations. In addition, the Current Project would continue to incorporate the addition of sand filters to the storm drain inlets in order to prevent trash and debris from entering the Harbor and improve the existing storm drain system and fueling facility; thereby reducing impacts to water quality and aquatic plant and animal species.

The Current Project would not introduce new impacts or substantially increased impacts related to any jurisdictional waters and would be consistent with the impact analysis provided in the adopted IS-MND. Although operational impacts to the Harbor would be reduced by the proposed storm drain system and fuel dock improvements under the Current Project, water quality impacts during construction of the Current Project remain potentially significant unless mitigation is incorporated.

Mitigation measures included in the adopted IS-MND would still apply as adequate mitigation to reduce impacts. These measures are provided below.

Mitigation Measures

The following mitigation measures are required to reduce impacts to jurisdictional waters.

BIO-4 Construction Responsibilities and Debris Removal

The applicant shall comply with the following construction-related requirements:

- A. Any and all debris resulting from construction activities, wind and water erosion shall be removed from the site within twenty-four (24) hours of completion of construction and disposed of at an appropriate location.
- B. A silt curtain utilized to control turbidity shall be installed prior to high turbidity generating activities.
- C. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day.
- D. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
- E. The applicant shall dispose of all construction debris resulting from the project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a separate coastal development permit shall be required before disposal can take place.
- F. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The applicant and applicant's contractors shall have adequate equipment available to contain any such spill immediately. Reasonable and prudent measures may include, but not be limited to:
 - G. Stop or control the release at the source.
 - H. Use appropriate materials in spill kit to block the flow and prevent the release from discharging into the harbor.
 - I. Sweep dry spills -- do not wash or hose.
 - J. Absorb wet spills on concrete or asphalt.
 - K. Do not leave used absorbent (e.g., dry sweep) on the ground
 - L. Dig up wet spills on soil, including all exposed soils. Properly dispose of the soil.
- M. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.
- N. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.
- O. The applicant shall use the least damaging method for the construction of pilings and dock structures and any other activity that will disturb benthic sediments. The applicant shall limit, to the greatest extent practicable, the suspension of benthic sediments into the water column through BMPs such as the implementation of silt curtains, as described above.

BIO-5 Conformance with the Requirements of the Resource Agencies

The applicant shall comply with all permit requirements, and mitigation measures of the California Department of Fish and Wildlife, State Water Quality Control Board, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the project which may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

No residual impacts would occur from Mitigation Measures BIO-4 and BIO-5.

- 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 adopted IS-MND determined the 2015 Planned Project will not introduce new restrictions to wildlife movement and migration as well as habitat, corridors, or streams used for movement or migration. The project site is the same for both the 2015 Planned Project and the Current Project.

The Current Project is not changing the size or depth of the existing harbor. The marina is not a migratory corridor. Any impacts related to wildlife movement would be temporary in nature and are not expected to impact substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. No native wildlife nursery sites exist on site.

Accordingly, the Current Project would not introduce new impacts or substantially increased impacts related to local policies or ordinances protecting biological resources and would be consistent with the impact analysis provided in the adopted IS-MND.

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

The adopted IS-MND determined the 2015 Planned Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The project site is the same for both the 2015 Planned Project and the Current Project.

Accordingly, the Current Project would not introduce new impacts or substantially increase impacts related to local policies or ordinances protecting biological resources and would be consistent with the impact analysis provided in the adopted IS-MND.

- 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 adopted IS-MND determined the 2015 Planned Project would not 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 the same for both the 2015 Planned Project and the Current Project. No NOAA Habitat Areas of Particular Concern or EFH areas protected from fishing occur in the project vicinity. The project as proposed would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Therefore, similar to the 2015 Planned Project, the Current Project would not conflict with the provisions of any such plans and would be consistent with the impact analysis provided in the adopted IS-MND. No impact would occur.

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5 Cultural Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Page 38	No	No	No	N/A
b. Cause a substantial adverse change in the significance of an archaeological pursuant to §15064.5?	Page 38	No	No	Yes	N/A
c. Disturb any human remains, including those interred outside of formal cemeteries?	Page 37 through 38	No	No	No	N/A

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

As discussed in Section V, *Cultural Resources*, of the adopted IS-MND, the project site does not contain historical resources. The cultural resources assessment prepared in support of this Addendum (Appendix D) recorded and evaluated the property encompassing the project site, concluding it is ineligible for listing in the National Register of Historic Places, the CRHR, and as a City of Ventura Landmark and/or Point of Interest. The property is therefore not considered a historical resource as defined by Section 15064.5(a) of the CEQA Guidelines. Consistent with the findings of the adopted IS-MND, the Current Project would also result in no impact to historical resources pursuant to CEQA. Therefore, the Current Project would result in no new or substantially more severe impacts on historical resources beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

Consistent with the findings presented in the adopted IS-MND, the background research and cultural resources survey conducted for this assessment did not identify archaeological resources within the project site. Additionally, a review of historical aerial images indicates the area comprising the project site has been heavily modified due to dredging necessary to construct the harbor and subsequent construction and maintenance of the harbor and associated facilities. Due to the absence of known resources in the vicinity of the project site and the area's developmental history, it is unlikely intact archaeological resources will be encountered within the project site.

However, unlike the 2015 Planned Project, the Current Project would involve ground disturbing activities. Therefore, there is the possibility of discovery of an unanticipated archaeological resource.

Parcels 20 and 14 Redevelopment Project

As described Section 2, *Background*, the Current Project would implement BMPs regarding unanticipated discovery of cultural resources. With the application of BMPs for unanticipated cultural resources, the Current Project would not result in new or substantially more severe significant impacts to historical and unique archaeological resources. Impacts would be less than significant.

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

Consistent with the findings presented in the adopted IS-MND, the background research and cultural resources survey conducted for this assessment confirmed no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states 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. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the Native American Heritage Commission, which will determine and notify a MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, impacts would be less than significant and the Current Project would not result in new or substantially more severe significant impacts to human remains beyond those identified in the adopted IS-MND.

6 Energy

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Pages 20 through 21, and 44 through 45	No	No	No	N/A
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Pages 20 through 21, and 44 through 45	No	No	No	N/A

The adopted IS-MND did not include a separate section analyzing potential environmental impacts related to the topic of Energy because it was not required under the CEQA Guidelines in effect at the time. The topic of energy use was, however, addressed in the Air Quality and Greenhouse Gas Emissions sections of the adopted IS-MND in relation to the 2015 Planned Project's potential emissions from energy use.

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?

The Current Project would use nonrenewable and renewable resources for construction and operation of the project. The anticipated use of these resources is detailed in the following subsections. Applicant-provided information and the CalEEMod outputs for the air pollutant and greenhouse gas emissions modeling (Appendix C) were used to estimate energy consumption associated with the Current Project.

Construction Energy Demand

The Current Project would require demolition; 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 3, project construction would require approximately 6,900 gallons of gasoline and approximately 25,689 gallons of diesel fuel.

Table 3 Estimated Fuel Consumption during Construction

Source	Fuel Consumption (gallons)	
	Gasoline	Diesel
Construction Equipment & Hauling Trips	N/A	25,869
Construction Worker Vehicle Trips	6,900	N/A

See Appendix E for energy calculation sheets.

Energy use during construction would be temporary in nature, and construction equipment used would be typical of similar-sized construction projects in the region. In addition, 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 United States Environmental Protection Agency Construction Equipment Fuel Efficiency Standard, which would also minimize inefficient, wasteful, or unnecessary fuel consumption. Furthermore, pursuant to applicable regulatory requirements such as 2022 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 Current Project would not involve the inefficient, wasteful, and unnecessary use of energy during construction. Construction impacts related to energy consumption would be less than significant and Current Project construction would not result in new or substantially more severe significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources than the 2015 Planned Project.

Operational Energy Demand

Operation of the Current 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 motor vehicle trips generated by visitors and employees. Table 4 summarizes estimated operational energy consumption for the Current Project. As shown therein, annual project operation would require approximately 14,175 gallons of gasoline and 2,871 gallons of diesel for transportation fuels, 0.13 GWh of electricity, and 476 U.S. therms of natural gas.

Table 4 Estimated Annual Operational Energy Consumption

	Energy Consumption ¹	
Transportation Fuels		
Gasoline	14,175 gallons	1771 MMBtu
Diesel	2,871 gallons	399 MMBtu
Electricity	0.13 GWh	44.36 MMBtu
Natural Gas Usage	476 U.S. therms	47.59 MMBtu

MMBtu = million metric British thermal units; GWh = gigawatt-hours

¹ Energy consumption is converted to MMBtu for each source

See Appendix E for energy calculation sheets and Appendix C for CalEEMod output results for electricity and natural gas usage.

The Current Project would be required to comply with all standards set in the latest iteration of the California Building Standards Code (California Code of Regulations Title 24), which would minimize the wasteful, inefficient, or unnecessary consumption of energy resources by the built environment during operation. California's CALGreen standards (California Code of Regulations Title 24, Part 11) require implementation of energy-efficient light fixtures and building materials into the design of new construction projects. Furthermore, the 2022 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6) require newly constructed buildings to meet energy performance standards set by the California Energy Commission.

Operational impacts related to energy consumption would be less than significant and Current Project operation would not result in new or substantially more severe significant impacts related to wasteful, inefficient, or unnecessary consumption of energy resources than the 2015 Planned Project.

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

The City of Ventura is currently drafting an Energy Action Plan that includes goals and possible actions to reduce energy consumption, however, this Energy Action Plan has not yet been adopted by the City. The City of Ventura's General Plan (2005) also contains goals and policies related to energy conservation, including compliance with Title 24 regulations, and encouraging project design that increases energy efficiency. As demonstrated in Table 7 in Section 8, *Greenhouse Gas Emissions*, the Current Project would not conflict with energy-related policies of the City's General Plan. The Current Project would be required to comply with 2022 CALGreen nonresidential mandatory measures, which would reduce energy consumption compared to standard building practices. The Current Project would also be required to comply with the energy standards in the California Building Energy Efficiency Standards. Compliance with these regulations would avoid potential conflicts with adopted energy conservation plans. The Current Project would therefore not result in new or substantially more severe significant impacts related to the potential to conflict with state or local plans for renewable energy or energy efficiency than the 2015 Planned Project.

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7 Geology and Soils

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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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?	Page 40	No	No	No	N/A
2.	Strong seismic ground shaking?	Page 40	No	No	No	N/A
3.	Seismic-related ground failure, including liquefaction?	Page 40	No	No	No	N/A
4.	Landslides?	Page 40	No	No	No	N/A
b.	Result in substantial soil erosion or the loss of topsoil?	Page 41	No	No	No	N/A
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?	Page 41	No	No	No	N/A

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 41	No	No	No	N/A
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?	Page 41	No	No	No	N/A
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Page 38	No	No	Yes	N/A

- a. *Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:*
- a.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?*
 - a.2 *Strong seismic ground shaking?*
 - a.3 *Seismic-related ground failure, including liquefaction?*
 - a.4 *Landslides?*

Potential risks and susceptibility to earthquakes and seismicity is site specific and related to proximity of the project site to faults. As discussed in the adopted IS-MND, the project site is not located within any fault zones, and risks from seismic shaking, including liquefaction, were determined to be less than significant, and there have been no significant changes in information regarding seismic risk in the area since that time. The Current Project would be located on the same site as the 2015 Planned Project analyzed in the adopted IS-MND. Therefore, the proximity to known earthquake faults and the potential for fault rupture, seismic ground shaking, liquefaction, and landslides at the project site described for the 2015 Planned Project in the adopted IS-MND would also be applicable to the Current Project. The new marine services building would be subject to the California Building Code (CBC), which includes design and construction requirements related to fire and life safety and structural safety. Compliance with the CBC would therefore reduce risk of loss, injury, or death from seismic events. The Current Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

As discussed in the adopted IS-MND, construction of the 2015 Planned Project would involve soil-disturbing activities that could create soil erosion. However, the Current Project would be required to comply with the National Pollutant Discharge Elimination System (NPDES) to utilize watering of soils and stormwater Best Management Practices (BMPs) limiting erosion would be enforced, as described in Section 3.10, *Hydrology and Water Quality*. These same requirements would be enforced on the Current Project. The Current Project would be located at the same site as the 2015 Planned Project. Therefore, the Current Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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?

Geologic units and soil types are site specific. The Current Project would be located on the same site as the 2015 Planned Project. Expansive soils are generally clayey and swell when wetted and shrink when dried. According to Figure 4.6-5 of the 2005 Ventura General Plan Final EIR, the project site is located in a “low” expansive soil zone (City of Ventura 2005). The Current Project would not result in new or substantially more severe significant impacts related to unstable or expansive soils beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

The Current Project would be located on the same project site as the 2015 Planned Project. As discussed in the adopted IS-MND, expansive soils are generally clayey and swell when wetted and shrink when dried. According to Figure 4.6-5 of the 2005 Ventura General Plan Final EIR, the project site is located in a “low” expansive soil zone, and thus the 2015 Planned Project does not pose a significant risk to life or property from expansive soils. Compliance with existing building codes would ensure that impacts related to expansive soils are less than significant. Therefore, the potential for the Current Project to result in unstable soils or to be damaged from expansive soils would be the same as the 2015 Planned Project analyzed in the adopted IS-MND, and the Current Project would not result in new or substantially more severe significant impacts related to unstable or expansive soils beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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?

As discussed in the adopted IS-MND, the project site is served by a sewer system and therefore septic systems are not proposed on-site. Therefore, neither the 2015 Planned Project nor the Current Project would involve the use of septic tanks or alternative wastewater disposal systems, and no geological impact due to use of such systems would occur. The Current Project would not result in new or substantially more severe significant impacts related to use of septic tanks or alternative wastewater systems beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

The project site is currently developed. As discussed in the adopted IS-MND, the site does not contain any unique geologic features. However, unlike the 2015 Planned Project, the Current Project would involve ground disturbing activities. Therefore, there is the possibility of discovery of an unanticipated paleontological resource. As described in Section 2, *Background*, the Current Project would include implementation of BMPs for unanticipated paleontological resources. With the application of BMPs for unanticipated paleontological resources, the Current Project would not result in new or substantially more severe significant impacts related to paleontological resources beyond those identified in the adopted IS-MND for the 2015 Planned Project.

8 Greenhouse Gas Emissions

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Page 44	No	No	No	N/A
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Page 45	No	No	No	N/A

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

As described in the adopted IS-MND, GHG emissions from the 2015 Planned Project were analyzed using the South Coast Air Quality Management District's (SCAQMD) recommended threshold of 3,000 metric tons of carbon dioxide equivalent (MT CO₂e) per year. The 2015 Planned Project would generate temporary GHG emissions through the use of construction equipment, as well as through operational sources including energy use (electricity and natural gas production), waste generation, area sources (consumer products and landscape maintenance), water sources (electricity to supply water to the project site), and mobile sources (vehicle travel). The adopted IS-MND concluded that the 2015 Planned Project would generate approximately 62 MT CO₂e per year, which would be lower than the 3,000 MT threshold.

This analysis considers the combined impact of GHG emissions from both construction and operation. GHG emissions associated with Current Project construction and operation were estimated using CalEEMod, version 2020.4.0. The CalEEMod results for the Current Project can be found in Appendix C.

Construction of the Current Project would generate temporary GHG emissions primarily as a result of 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 and soil export. As shown in Table 5, construction of the Current Project would generate an estimated total of 488.71 MT of CO₂e. Construction emissions for the Current Project were substantially higher than for the 2015 Planned Project, which could be explained by the Current Project's longer construction duration, increased site area, and overall increased intensity of development when compared to the 2015 Planned Project.

Table 5 Estimated Construction GHG Emissions

Year	Emissions (MT of CO ₂ e)
2023	98.6
2024	334.5
2025	55.7
Total	488.7

MT = metric tons; CO₂e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results. Numbers may not add up completely due to rounding.

Operation of the Current Project would generate GHG emissions associated with area sources (e.g., landscape maintenance), energy and water usage, vehicle trips (excluding boat trips), and wastewater and solid waste generation. Table 6 includes the Current Project’s operational GHG emissions. As shown in Table 6, annual operational emissions generated by the Current Project would total approximately 140.6 MT of CO₂e per year.

Table 6 Combined Annual GHG Emissions

Emission Source	Annual Emissions (MT of CO ₂ e per year)
Operational	
Area	< 0.1
Energy	26.1
Mobile	105.8
Solid Waste	4.1
Water	4.5
Total Emissions	140.6

MT = metric tons; CO₂e = carbon dioxide equivalents

Notes: Emissions modeling was completed using CalEEMod. See Appendix C for modeling results.

As indicated by Table 5 and Table 6, the Current Project’s anticipated GHG emissions would be higher than those modelled for the 2015 Planned Project. However, this increase would remain lower than the 3,000 MT threshold used for the 2015 Planned Project. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to GHG emissions beyond those identified in the adopted IS-MND for the 2015 Planned Project.

b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

As described in the adopted IS-MND, the 2015 Planned Project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing greenhouse gas emissions, including AB 32, SB 97, SB 375, the California Climate Change Center’s *The Impacts of Sea-Level Rise on the California Coast*, and SCAG’s 2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS).

Since adoption of the IS-MND, several plans and policies have been adopted to reduce GHG emissions in the southern California region, including the State’s 2017 Scoping Plan and SCAG’s 2020-2045

RTP/SCS. The Current Project’s consistency with these plans, in addition to the City of Ventura’s General Plan, is summarized in Table 7.

Table 7 Current Project Consistency with Applicable GHG Plans

Plan	Project Consistency
CARB 2017 Climate Change Scoping Plan ¹	The 2017 Scoping Plan was created to outline goals and measures for the state to achieve emissions reduction targets set by AB 32 and SB 32. The 2017 Scoping Plan’s goals include reducing fossil fuel use and energy demand. The Current Project would not involve substantial use of energy resources during project construction or operation, as noted in Section 6, <i>Energy</i> . The Current Project would also include project design features that reduce fossil fuel use, including energy-efficient fixtures and building materials. Therefore, the Current Project would be consistent with 2017 Scoping Plan goals.
SCAG 2020-2045 RTP/SCS ²	SCAG’s 2020-2045 RTP/SCS includes strategies designed to reduce GHG emissions, such as redevelopment of underutilized retail uses and prioritization of infill development. The Current Project would involve expansion of the existing marina and harbor and would include both redevelopment of commercial/retail land uses, as well as the addition of new office and commercial land uses. Therefore, the Current Project would be consistent with strategies from SCAG’s RTP/SCS that aim to reduce GHG emissions.
City of Ventura General Plan ³	The current (2005) adopted City of Ventura General Plan contains goals and policies related to GHG emissions reduction, such as improving energy efficiency through buildings and expanding the use of “green” practices. The Current Project would comply with both 2019 Building Energy Efficiency Standards and CALGreen standards and would include the use of energy-efficient fixtures. Therefore, the Current Project would be consistent with General Plan goals and policies designed to reduce GHG emissions.

¹ CARB 2017

² SCAG 2020

³ City of Ventura 2005

As described above in Table 7, the Current Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to conflict with a GHG emissions reduction plan beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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9 Hazards and Hazardous Materials

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Pages 46	No	No	No	N/A
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?	Page 47	No	No	No	N/A
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Page 47	No	No	No	N/A
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?	Page 47	No	No	No	N/A
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	Page 48	No	No	No	N/A

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?	
f.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Page 48	No	No	No	Yes
g.	Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Page 48	No	No	No	N/A

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

The adopted IS-MND determined that the Current Project would result in less than significant impacts from relocation of and improvements to an existing fuel dock. Construction under the Current Project of the new marine services building and retail structure at the fuel dock would temporarily increase the transport and use of hazardous materials in the project area through the operation of vehicles and equipment. Such substances include diesel fuel, oil, solvents, and other similar materials brought onto the construction site for use and storage during the construction period. The transport, use, and storage of hazardous materials during construction would be conducted in accordance with applicable federal and State laws, such as the Hazardous Materials Transportation Act, California Hazardous Material Management Act, and California Code of Regulations, Title 22. Operation of the Current Project would be comparable to existing conditions as accounted for in the adopted IS-MND and would not create a new hazard. Therefore, the Current Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- 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?*

The Current Project would not significantly change the hazard level associated with operation of the 2015 Planned Project, since both projects involve the transportation and storage of fuel as part of project operations. Compliance with regulations pertaining to the transport, handling, and disposal of hazardous materials would be mandatory and minimize impacts of upset or hazards, regardless of the implementation of the Current Project or 2015 Planned Project. Therefore, the Current Project would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- 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?*

As described in the adopted IS-MND, the closest school is Pierpont Elementary School, located approximately 0.6-mile northwest of the project site. The 2015 Planned Project would not emit hazardous materials in the vicinity of an existing school. Because the Current Project would not substantially change the use or transport of hazardous materials on or around the site, it would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- 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?*

According to the Envirostor database maintained by the Department of Toxic Substances Control (DTSC) and GeoTracker database maintained by the State Water Resources Control Board (SWRCB), the project site is not included in a list of hazardous material sites (DTSC 2022; SWRCB 2022a). The project site is not on any hazardous materials site compiled pursuant to Government Code Section 65962.5.

There is one active SWRCB Cleanup Program Sites approximately 715 feet southwest of the project site. The site is active as of March 2020. The site was listed due to a petroleum products spill at a location near 1991 Spinnaker Drive Ventura California from a pipeline owned and/or operated by Chevron Environmental Management Company (SWRCB 2022b). In 2021, soil and groundwater sampling was performed at the site. The sampling results indicated that residual petroleum hydrocarbons associated with the former pipeline release are limited in extent and occur only at relatively low concentrations (Arcadis U.S., Inc. 2021). There is no specified potential contaminant or media of concern (SWRCB 2020). As described in the adopted IS-MND, there is one leaking underground storage tank within 1,000 feet of the project site located at 1404 Anchors Way Drive (Dave's Marine Fuel). However, this is listed as Completed-Case Closed, meaning that the site has been cleaned up to regulatory standards for the land use present at the site.

Therefore, similar to the 2015 Planned Project, impacts would be less than significant for the Current Project. The Current Project would be consistent with the findings of the adopted IS-MND for the 2015 Planned Project. The Current Project would not result in new or substantially more severe significant impacts related to contaminated sites.

- 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?*

As described in the adopted IS-MND, the project site is located approximately six miles northwest of the Oxnard Airport. The site is not located within the Oxnard Airport land use plan (County of Ventura 2000). Therefore, there would be no impact for the Current Project. The Current Project would be consistent with the findings of the adopted IS-MND for the 2015 Planned Project. The Current Project would not result in new or substantially more severe significant impacts related to safety hazards or excessive noise for projects located in an airport land use plan.

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

The Ventura County Operational Area Tsunami Evacuation Plan (Ventura County Sheriff's Office of Emergency Services 2006) lists Harbor Boulevard near the project site as an evacuation route. The Current Project would not add substantial traffic such that Harbor Boulevard would be congested and prevent emergency response (see Section 3.17 *Transportation*). The Current Project, like the 2015 Planned Project, would be required to comply with applicable California Fire Code requirements regarding emergency access and Ventura Harbor Ordinance (Ventura Port District, Ordinance #44, adopted 2004, amended 2008) requirements regarding emergency access.

The new facilities and upgrades included in the Current Project would not substantially change the overall project's potential to conflict with an adopted emergency response plan or emergency evacuation plan or interfere with traffic on adjacent streets. The Current Project would therefore not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- 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 Current Project would be located on the same site as the 2015 Planned Project, in an urbanized area. As discussed in the adopted IS-MND, the site is not exposed to a significant risk of loss, injury, or death involving wildland fires. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to exposure to wildlife fire hazards beyond those identified in the adopted IS-MND for the 2015 Planned Project.

10 Hydrology and Water Quality

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Pages 50 through 51	No	No	No	N/A
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Pages 52	No	No	No	N/A
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:	Pages 52 through 53	No	No	No	N/A
(i) Result in substantial erosion or siltation on- or off-site	Page 52	No	No	No	N/A
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site	Page 52	No	No	No	N/A
(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	Pages 52 through 53	No	No	No	N/A

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
(iv) Impede or redirect flood flows?	Page 53 through 54	No	No	No	N/A
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Page 53	No	No	No	N/A
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	N/A	N/A	N/A	N/A	N/A

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

The Current Project would be located on the same site as the 2015 Planned Project. Hydrological conditions related to soils and hydrology on and around the site have not changed since adopted IS-MND. Unlike the 2015 Planned Project, the Current Project would disturb more than one acre of land. The Current Project would therefore be required to obtain coverage under an NPDES General Construction permit. The implementation of NPDES permits ensures that a state’s mandatory standards for clean water and the federal minimums are met. Coverage with the permit would prevent sedimentation and soil erosion through implementation of a Storm Water Pollution Prevention Plan (SWPPP) and periodic inspections by RWQCB staff. A SWPPP is a written document that describes the construction operator’s activities to comply with the requirements in the NPDES permit. Required elements of an SWPPP include (1) site description addressing the elements and characteristics specific to the Project site; (2) descriptions of Best Management Practices (BMPs) for erosion and sediment controls; (3) BMPs for construction waste handling and disposal; (4) implementation of approved local plans; and (5) proposed post-construction controls, including a description of local post-construction erosion and sediment control requirements. With mandatory implementation of the SWPPP and associated BMPs, construction of the Current Project would not violate water quality standards or waste discharge requirements, or otherwise substantially degrade water quality. With adherence to the NPDES permit requirements, the Current Project would not result in new or substantially more severe significant impacts related to water quality and wastewater discharge requirements beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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 Current Project would result in an increased water demand compared to the project analyzed in the adopted IS-MND, primarily due to the new marine services building. Water would be provided by the City of Ventura, which receives 63 percent of its water from groundwater sources (City of Ventura

2021). As described in Section 3.19, *Utilities and Service Systems*, according to the City's 2020 Urban Water Management Plan, the City has sufficient water supplies to serve anticipated growth and development through the year 2045 in normal, single dry year, and multiple dry year scenarios while maintaining at least a 14 percent annual water surplus (City of Ventura 2021). Therefore, the water demand from the Current Project would not substantially decrease groundwater supplies. The Current Project would therefore not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:*
 - i. *Result in substantial erosion or situation 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?*

The Current Project would be located on the same project site as the 2015 Planned Project. Drainage and runoff conditions related to soils and hydrology on and around the project site have not changed since adoption of the adopted IS-MND. The Current Project would not alter the course of a stream or river and would not substantially alter the existing drainage pattern of the site. Therefore, it would not result in substantial erosion or siltation on- or off-site.

Construction activity would involve removal and replacement of existing dock structures, construction of a retail structure, construction of the new marine services building, and reconfiguration of the boat ramp area. Construction of the new marine services building and the retail structure would require ground-disturbing construction activity, which was not required for the 2015 Planned Project. Detention or other pretreatment facilities for all storm drainage runoff prior to discharge into the storm drain system is required by the Regional Water Quality Control Board, to prevent the degradation of water quality from storm runoff. As with the 2015 Planned Project, impacts of the Current Project related to drainage patterns, both temporary and operational, would be less than significant. The Current Project would therefore not result in new or substantially more severe significant impacts related to erosion and runoff from altered drainage patterns beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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

The 2015 Planned Project included a minimal increase in impervious surfaces. The Current Project would pave existing unpaved areas part of the boat storage area reconfiguration. This would result in approximately 47,355 square feet of additional impervious surfaces. Like the 2015 Planned Project, the Current Project would direct stormwater runoff to a system of catch basins and storm drains along Anchors Way Drive, to vegetated areas off-site, or directly into the Harbor. The portion of the Current Project site on land is almost entirely covered with impervious surfaces. The Current Project would not generate stormwater volumes exceeding the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

The Current Project, like the 2015 Planned Project, would not 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 and would not result in new or substantially more severe significant impacts beyond those identified in adopted IS-MND.

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

iv. *Impede or redirect flood flows?*

As discussed in the adopted IS-MND, portions of the project site are located in Zone AE and the Special Flood Hazard Area subject to inundation by a 100-year flood. The 2015 Planned Project did not include any new structures which would impede or redirect flood flows. The Current Project includes two new structures: the marine services building and retail structure at the fuel dock. However, the two new structures are not located in the flood zone. The Current Project would, like the 2015 Planned Project, not impede or redirect flood flows, and would not result in new or substantially more severe significant impacts beyond those identified in the adopted IS-MND.

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

As discussed in the adopted IS-MND, most of the project site is located within a tsunami inundation area (California Department of Conservation [DOC] 2022). The Current Project, like the 2015 Planned Project, would be subject to tsunami hazards. The Current Project would consist of improvements and modifications to existing facilities and would not introduce a new hazardous material to the project site that would be at risk of project inundation. The new marine services building would not store hazardous materials and would not pose a risk of pollutant release. Therefore, although the project site is subject to tsunami-related hazards, the Current Project would not risk release of pollutants due to inundation. The Current Project would therefore not result in new or substantially more severe significant impacts related to release of pollutants in a flood hazard, tsunami, or seiche zones, beyond those identified in the adopted IS-MND.

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

Although this impact was not explicitly addressed in the adopted IS-MND because it was not included in the CEQA Guidelines in effect at the time, as discussed throughout this section of the Addendum, the Current Project would not result in new or substantially more severe significant impacts related to water quality or groundwater than identified in the adopted IS-MND for the 2015 Planned Project. The project site is underlain by the Santa Clara River Valley Mound Groundwater Subbasin, which is classified as a high priority basin under the Sustainable Ground Water Management Act (SGMA) (California Department of Water Resources [DWR] 2022). The Current Project would be subject to the Mound Basin Groundwater Sustainability Plan (GSP) (Mound Basin Groundwater Sustainability Agency 2021). As described in threshold b, the Current Project would not impede sustainable groundwater management of the basin, therefore the project would not conflict with the Mound Basin GSP. The Current Project would therefore also not result in new or substantially more severe significant impacts related to its potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

11 Land Use and Planning

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Physically divide an established community?	Page 55	No	No	No	N/A
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?	Page 55 through 56	No	No	No	N/A

a. Would the project physically divide an established community?

The Current Project would be located at the same site as the 2015 Planned Project and would not substantially change the circulation pattern of the 2015 Planned Project. The Current Project would therefore not result in new or substantially more severe significant impacts related to dividing established communities beyond those identified in the adopted IS-MND.

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?

The Current Project site is zoned “Harbor Commercial” (HC), has a land use designation of “Commerce” and is within the Harbor Master Plan. The Current Project does not involve any change in land use. The Current Project would not conflict with Coastal Act policies regarding public access, recreation, or the marine environment. Other policies related to land development and industrial development would not apply. The proposed project would not conflict with Coastal Act policies or policies in the City of Ventura Local Coastal Program. Therefore, the Current Project would not result in new or substantially more severe significant impacts related to consistency with applicable land uses plans, ordinances, and policies beyond those identified in the adopted IS-MND.

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12 Mineral Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 58	No	No	No	N/A
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?	Page 58	No	No	No	N/A

- 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?*

Similar to the 2015 Planned Project, the Current Project site is in Mineral Resource Protection Zone 1 (MRZ-1) (City of Ventura 2005). This zone indicates that no significant aggregate resources are present. The project site includes commercial uses and does not involve any mineral mining. Therefore, consistent with the findings of the adopted IS-MND, the Current Project would have no impact on mineral resources, and no new or substantially more severe significant impacts on mineral resources of value or important mineral resource recovery sites.

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13 Noise

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Generate 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?	Pages 61 through 63	No	No	No	N/A
b. Generate excessive groundborne vibration or groundborne noise levels?	Pages 61 through 62	No	No	No	N/A
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, expose people residing or working in the project area to excessive noise levels?	Page 64	No	No	No	N/A

Noise Setting

The Current Project would be located in the Ventura Harbor, similar to the 2015 Planned Project, and encompasses a larger project site than the 2015 Planned Project. Sensitive receptors near the project site include a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast in Portside Ventura Harbor.

The most prevalent source of noise in the project vicinity is vehicular traffic along Anchors Way Drive and boats idling or traveling in the Ventura Harbor. To characterize ambient sound levels at and near the project site, six 15-minute sound level measurements were conducted on Tuesday, November 29, 2022, between 9:39 a.m. and 12:34 p.m. An Extech, Model 407780A, ANSI Type 2 integrating sound level meter was used to conduct the measurements. Table 8 summarizes the results of the noise measurements.

Table 8 Project Site Vicinity Noise Level Monitoring Results

Measurement Location		Sample Times	Sources of Noise	Approximate Distance to Primary Noise Source (feet)	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)
ST-1a	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	9:39 – 9:54 a.m.	Power tools on boats; palm frond movement from wind	80	49	43	66
ST-1b	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	10:27 – 10:42 a.m.	Cars in parking lot; people conversing on boats	100	50	41	70
ST-1c	Ventura Sportfishing parking lot in Ventura Harbor, facing southwest towards the harbor.	10:45 – 11:00 a.m.	Cars in parking lot	100	48	41	64
ST-2a	Schooner Drive, outside the Ventura Harbor, facing northwest.	11:29 – 11:44 a.m.	Boat ramp usage; boats idling in harbor	220	45	37	67
ST-2b	Residences along Schooner Drive, outside the Ventura Harbor, facing northwest.	11:56 a.m. – 12:11 p.m.	Boats idling in harbor; roadway noise	250	42	38	53
ST-2c	North end of residences along Schooner Drive, outside the Ventura Harbor, facing west.	12:18 – 12:34 p.m.	Idling motors and trucks; people conversing in parking lot	130	51	42	70

L_{eq} = average noise level equivalent; dBA = A-weighted decibel; L_{min} = minimum instantaneous noise level; L_{max} = maximum instantaneous noise level

- 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?*

As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact regarding the generation of a substantial temporary or permanent increase in ambient noise levels in the project vicinity in excess of noise standards, due in part to the project's distance from sensitive receptors. 2015 Planned Project construction activities would increase noise levels in the vicinity of the project site, but construction noise would be temporary and subject to the City of Ventura's Noise Ordinance. The 2015 Planned Project would generate operational noise due to increased boat activity, but this increase was determined to have a negligible effect on noise levels.

Construction Noise

Construction activity would generate temporary noise in the project site vicinity, exposing surrounding sensitive receivers to increased noise levels. Project construction noise would be generated by heavy-duty diesel construction equipment used during the various construction phases of the project. Each phase of construction has a specific equipment mix and associated noise characteristics, depending on the equipment used during that phase.

Section 10.650.150 of the City of Ventura Noise Ordinance exempts construction activities from long-term operational noise standards, provided that they are conducted between 7:00 AM and 8:00 PM when people are generally less sensitive to noise.

The closest sensitive receptors to project construction would be a timeshare facility approximately 100 feet west of the project site, residences approximately 150 feet northeast, and residences approximately 400 feet southeast. Construction activity would not occur closer to sensitive receptors than previously analyzed in the adopted IS-MND for the 2015 Planned Project and considering the same types of construction equipment are anticipated for the Current Project as under the 2015 Planned Project, project construction noise would not be substantially louder than previously analyzed.

Construction activities would be temporary and subject to the City's Noise Ordinance, would occur at the same distance from sensitive receptors analyzed in the adopted IS-MND for the 2015 Planned Project, and would involve the same types of equipment as the 2015 Planned Project. Therefore, Current Project construction would not result in new or substantially more severe significant impacts related to substantial temporary increases in ambient noise levels beyond those identified in the adopted IS-MND for the 2015 Planned Project.

On-site Operational Noise

The Current Project would expand the dock facilities to accommodate an additional 42 boat slips and would accommodate larger boats. Therefore, the Current Project could increase operational noise levels associated with boats entering and exiting the boat slips, as well as engine idling from the new boat repair facility that would be located in the existing parking lot. Boats entering and exiting the facility would pass in front of the Harbortown Point timeshare complex adjacent to the project site and, thus, may incrementally increase noise at that facility when compared to existing conditions. However, project-generated boat noise would be intermittent and would constitute a small fraction of the overall boat-generated noise in the harbor, which has approximately 1,444 overall boat slips, as well as a boat launch. Similar to the 2015 Planned Project, the Current Project's small increase in boat slips would have a negligible effect on existing noise levels.

The Current Project would relocate the fuel dock to a location further away from the timeshare complex adjacent to the project site. Although noise associated with boat refueling would be increased in general, the relocation of the fuel dock would reduce such increases for nearby sensitive receptors. Therefore, Current Project operation would not result in new or substantially more severe significant impacts related to substantial temporary or permanent increases in ambient noise levels beyond those identified in the adopted IS-MND for the 2015 Planned Project.

Off-Site Roadway Noise

The adopted IS-MND for the 2015 Planned Project did not address operational impacts of off-site roadway noise. The average healthy ear can barely perceive an increase of up to 3 dBA in noise levels, and a change of 5 dBA is readily perceptible. Based on this information, off-site traffic noise impacts would be significant if project-related traffic would result if one of the following would occur:

- A noise level increase of 5 dBA or greater if noise levels remain within the same land use compatibility classification at the sensitive receiver;
- A noise level increase of 3 dBA or greater if noise levels change the land use compatibility classification of the sensitive receiver;
- Any increase in noise levels if existing noise levels fall within the “normally unacceptable” or “clearly unacceptable” ranges at the sensitive receiver.

The Current Project is anticipated to generate 217 average weekday trips, 175 average Saturday trips, and 84 average Sunday trips (Appendix C). The City of Ventura General Plan identifies Anchors Way, the adjacent roadway to the project site, as a collector road; collector roads within the City are relatively low-volume and generate approximately 5,000 to 10,000 average daily trips (ADT) (City of Ventura 2005). Using the lower estimate of 5,000 ADT for a more conservative analysis, project-related traffic would increase daily traffic volumes on Anchors Way by approximately 4 percent on weekdays, 3.5 percent on Saturdays, and 1.5 percent on Sundays.

Generally, a doubling of traffic (i.e., a doubling of the sound energy) would result in a 3 dBA increase. The minor percent increase of traffic would be much lower than a doubling of traffic; therefore, project-related traffic would not result in a 3 dBA increase in noise levels. Impacts to roadway noise levels would be less than significant.

b. Would the project generate excessive groundborne vibration or groundborne noise levels?

As discussed in the adopted IS-MND, the 2015 Planned Project would have a less than significant impact regarding generation of excessive groundborne vibration or groundborne noise levels. The 2015 Planned Project would have no operational uses that generate groundborne vibration.

Similar to the 2015 Planned Project, the Current Project would not have operational uses that generate groundborne vibration or noise, such as manufacturing or heavy equipment operation. Although Current Project construction would occur over a longer duration than the 2015 Planned Project, construction of the Current Project would involve the same construction equipment as analyzed under the adopted IS-MND for the 2015 Planned Project, and thus would not result in new or substantially more severe significant impacts related to groundborne noise or vibration beyond those identified in the adopted IS-MND for the 2015 Planned Project.

- c. *Would the project be 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, and expose people residing or working in the project area to excessive noise levels?*

As discussed in the adopted IS-MND, the 2015 Planned Project is approximately six miles northwest of Oxnard Airport and not located within the Oxnard Airport land use plan; additionally, the 2015 Planned Project is not within the vicinity of a private airstrip. No impacts involving noise from airstrips or airports would occur for the 2015 Planned Project.

The Current Project would be located in the same project site as the 2015 Planned Project. Therefore, the Current Project would have no impact involving excessive noise levels from airports or airstrips and would not result in new or substantially more severe significant impacts related to airport noise beyond those identified in the adopted IS-MND for the 2015 Planned Project.

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14 Population and Housing

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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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)?	Page 64	No	No	No	N/A
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	Page 65	No	No	No	N/A

- a. *Would the project 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)?*

The adopted IS-MND determined the 2015 Planned Project would result in a less than significant impact associated with substantial unplanned population growth. The 2015 Planned Project would not involve the construction of residential units but could accommodate an increase of up to 20 liveaboard residents due to the installation of up to four additional toilets and three additional showers. A population increase of 15 people would be well within 2025 and 2035 population forecasts made by the Southern California Association of Governments (SCAG) and the City of Ventura.

The Current Project would install four showers and seven toilets in the new marine services building. Consistent with the methodology used in the adopted IS-MND, the additional showers and toilets would accommodate an increase of up to 20 liveaboard residents. Although the Current Project would result in a potential population increase greater than what would occur in accordance with the 2015 Planned Project, the Current Project would not result in a substantial population increase. The city of Ventura has a current estimated population of 108,231 people (DOF 2022). In 2045, the City's projected population would be 123,900 people (SCAG 2020). A population increase of 20 people would not result in a substantial increase in population beyond SCAG's regional growth projection for the City. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding substantial unplanned population growth than identified in the adopted IS-MND.

Parcels 20 and 14 Redevelopment Project

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

The adopted IS-MND determined the 2015 Planned Project would result in a less than significant impact associated with the displacement of existing people or housing. During phase one of construction of the 2015 Planned Project, existing boats would be docked on the west side of the docks, and during phase two, boats would be docked on the east side. At no point during construction would existing boats be required to dock outside of the marina at Parcels 20 and 14. Therefore, no temporary long-term displacement of people or housing would occur for the 2015 Planned Project.

Similar to the 2015 Planned Project, during construction of the Current Project, existing boats would be relocated to available slips while individual docks are removed and replaced. The Current Project would not displace liveaboard residents and would not involve the displacement of housing. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding the displacement of existing people or housing than identified in the adopted IS-MND.

15 Public Services

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

- a. 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?	Page 66	No	No	No	N/A
2	Police protection?	Page 67	No	No	No	N/A
3	Schools?	Page 67	No	No	No	N/A
4	Parks?	Page 68	No	No	No	N/A
5	Other public facilities?	Page 68	No	No	No	N/A

- 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:*

1. *Fire protection?*

The adopted IS-MND determined no new or physically altered fire protection facilities would be required for the 2015 Planned Project. The project site is located in the existing service areas of the Ventura Harbor Patrol and Ventura Fire Department (VFD), which provide water and landside fire suppression and emergency medical services. The 2015 Planned Project may result in an incremental increase in calls for service; however, existing fire protection services would be adequate to respond to emergencies at the project site.

Similar to the 2015 Planned Project, the Current Project site is located within the service areas of the Ventura Harbor Patrol and VFD. The nearest Ventura Harbor Patrol facility is located approximately 172 feet west of the proposed boat storage area reconfiguration. The nearest VFD station, Ventura Fire Station 5, is located approximately 1.9 miles northeast of the existing parking lot on the site. As discussed in Section 13, *Population and Housing*, the Current Project would accommodate up to 20 new liveaboard residents compared to existing conditions. As a result, the Current Project would result in minimal additional calls for service. Proposed buildings and structures would be built in compliance with the requirements of the California Fire Code and VFD requirements, which would reduce the potential for a fire to occur and therefore would reduce the potential for substantial fire services to be required. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered fire protection facilities, the construction of which could cause significant environmental impacts.

2. *Police protection?*

The adopted IS-MND determined no new or physically altered police protection facilities would be required for the 2015 Planned Project. The 2015 Planned Project would be served by the City of Ventura Police Department (VPD). While the 2015 Planned Project may result in an increase of up to 20 new liveaboard residents, this population increase would not substantially increase the demands of the VPD such that new or expanded police protection facilities would be required. In addition, the 2015 Planned Project would install security systems at the docks and facilities for added safety which would reduce the potential need for police protection services.

The Current Project would also be served by the VPD. VPD headquarters are located approximately 2.4 miles northeast of the site. The Current Project would accommodate up to 20 new liveaboard residents compared to existing conditions. This potential incremental increase in population at the project site would not substantially increase demand for police protection services at the project site such that new or expanded VPD facilities would be required. In addition, marina entryways would be replaced and would employ modern security and access systems which would minimize the potential need for police services. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered police protection facilities, the construction of which could cause significant environmental effects.

3. *Schools?*

4. *Parks?*

5. *Other Public Facilities?*

The adopted IS-MND determined the 2015 Planned Project would not require new or physically altered schools, parks, or other public facilities. Any school-aged children that would be included in the potential population increase of up to 15 residents would be adequately served by existing schools within the Ventura Unified School District. The potential 2015 Planned Project-generated population increase would be incremental and would not result in the need for new or physically altered parks or other public facilities.

As discussed in Section 13, *Population and Housing*, the Current Project would accommodate up to 20 new liveaboard residents compared to existing conditions. Any increase in school-aged children as a result of the increased liveaboards would be adequately served by existing Ventura Unified School District facilities which have available capacity (Ventura Unified School District 2022). The City Parks Division maintains over 600 acres of parkland for residents, providing an approximate ratio of 5.5 acres of parkland per 1,000 residents (City of Ventura 2022a). No substantial population growth would

result from the Current Project which could substantially lower the existing ratio of parkland to residents such that the Current Project would necessitate the provision of new or physically altered parks. Similarly, an increase of up to 20 residents would not substantially increase the demand for other public facilities. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding the provision or need for new or physically altered school, park, or other public facilities, the construction of which could cause significant environmental effects.

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16 Recreation

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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Would the project:

a. 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?	Page 68	No	No	No	N/A
b. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Page 69	No	No	No	N/A

- 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. *Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

The adopted IS-MND determined no impacts would occur regarding the substantial physical deterioration of a park or recreational facility, or the construction or expansion of recreational facilities. The 2015 Planned Project has the potential to increase the population of Ventura by approximately 15 residents which would result in a nominal increase in usage of existing parks and recreational facilities. The 2015 Planned Project would provide additional recreational facilities for boaters, the environmental effects of which are evaluated within the adopted IS-MND.

As discussed in Section 13, *Population and Housing*, the Current Project would accommodate an increase of up to 20 liveaboard residents. An increase of up to 20 residents would not result in substantial increased use and deterioration of existing neighborhood and regional parks or other recreational facilities would occur. Similar to the 2015 Planned Project, the Current Project proposes the expansion of an existing marina which would provide additional recreational opportunities for boaters. The environmental impacts of the expanded marina are analyzed within the adopted IS-MND and this Addendum, and no new or substantially more severe significant impacts would occur beyond those identified within the adopted IS-MND. Therefore, the Current Project would not result in new or substantially more severe significant impacts to recreation than identified in the adopted IS-MND.

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17 Transportation

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
Would the project:					
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Pages 70 through 72	No	No	No	N/A
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	N/A	No	No	No	N/A
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Pages 72 through 73	No	No	No	N/A
d. Result in inadequate emergency access?	Page 73	No	No	No	N/A

The analysis in this section relies in part on a Traffic and Vehicle Miles Traveled Study prepared by Associated Transportation Engineers (ATE 2022; Appendix F).

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

The adopted IS-MND determined the 2015 Planned Project would not result in conflicts with a program, plan, ordinance, or policy addressing the circulation system. The anticipated vehicle trips added as a result of the 2015 Planned Project would not cause the Level of Service (LOS) at the intersection of Harbor Boulevard and Schooner Drive to change such that it would conflict with the LOS standards adopted by the City of Ventura.

CEQA Guidelines Section 15064.3, subdivision (b), adopted by the State in November 2018, defines acceptable criteria for analyzing transportation impacts under CEQA. The November 2018 update provides guidance to utilize vehicle miles traveled (VMT) as a metric for determining potentially significant impacts, further discussed in criterion (b). As a result, LOS is not used in this Addendum to determine potentially significant impacts to transportation. However, the Current Project does not include changes in land use or circulation that would negatively affect existing transit, roadway, bicycle, and pedestrian facilities. The Current Project would not add or alter transit or bicycle facilities. The proposed parking lot reconfiguration would occur in accordance with the requirements of

Municipal Code Chapter 24.415 which sets standards for parking spaces, including, but not limited to, design and dimensions of parking spaces, design and dimensions or parking area access, and surfacing (City of Ventura 2022b). Unlike the 2015 Planned Project, the Current Project would construct a new pathway along the waterfront between the existing boat storage and repair areas of the existing restaurant. This new pathway would accommodate pedestrian use at the project site and provide connection for existing walkways which would benefit pedestrian circulation. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding conflicts with a program, plan, ordinance, or policy addressing the circulation system than identified in the adopted IS-MND.

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

CEQA Guidelines Section 15064.3, subdivision (b), which was added to the *CEQA Guidelines* as part of the update adopted by the State in November 2018, defines acceptable criteria for analyzing transportation impacts under CEQA. It states that land use projects with VMT exceeding an applicable threshold of significance may indicate a significant impact, and that projects that decrease VMT compared to existing conditions should be presumed to have a less than significant transportation impact. The adopted IS-MND was adopted in 2015, and therefore did not include a VMT analysis.

Pursuant to guidance provided by the California Governor's Office of Planning and Research (OPR), lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (Appendix E). The Current Project includes a mix of retail, office, and recreational uses, each of which have been analyzed within the Traffic and VMT Study.

OPR Guidance provides screening thresholds to identify when a project should be expected to cause a less than significant impact without conducting a VMT analysis. Pursuant to OPR guidance, retail commercial development including stores larger than 50,000 square feet might be considered regional-serving and warrant a VMT analysis. However, the Current Project would include 2,012 square feet of commercial development. Therefore, VMT impacts associated with the retail component of the Current Project would be less than significant.

Pursuant to OPR guidance, small projects are defined as projects that generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to nonresidential projects of 10,000 square feet or less and residential projects of 20 units or less.

The trip generation analysis completed for the Current Project determined the office portion of the Current Project would generate an average of 38 average daily trips (Appendix E). Therefore, the VMT impacts associated with the office component of the Current Project would meet the definition of a small project and would be less than significant. Similarly, approximately 101 average daily trips generated by recreational boats is anticipated to occur in accordance with the Current Project. Accordingly, VMT impacts associated with the recreation component of the Current Project would be less than significant (Appendix E). Therefore, the Current Project would not conflict or be inconsistent with *CEQA Guidelines* Section 15064.3, subdivision (b).

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)?*

The adopted IS-MND determined the 2015 Planned Project would not substantially increase hazards due to a design feature or incompatible use. The 2015 Planned Project would not involve a change in land use on the project site and would not involve the use of farm equipment or tractors that would be incompatible with surrounding land uses. The extended dock would be consistent with the channel limit adopted by the Ventura Port District Commission. New facilities would be built to current design standards in accordance with applicable federal, State, and local regulations. In addition, the new fuel dock is expected to improve safety conditions compared to the existing facility.

The project site is located in a developed area of the Ventura Harbor adjacent to residential and commercial development. The Current Project would not introduce any features which would be incompatible with the current recreational and commercial uses of the project site. The Current Project does not propose any additional or altered roads which precludes the potential for the Current Project to introduce sharp curves or dangerous intersections. The proposed marina would not encroach on the navigation channel boundaries provided by the District. The elevations of proposed guide piles would be consistent with District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles to accommodate potential sea level rise. Similar to the 2015 Planned Project, the Current Project would be constructed in accordance with the requirements of applicable federal, State, and local requirements including the California Building Code. Adherence to existing regulations would minimize the potential for the Current Project to substantially increase hazards. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding substantially increasing hazards than identified in the adopted IS-MND.

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

The adopted IS-MND determined the 2015 Planned Project would not result in inadequate emergency access. Emergency vehicles can access the project site through existing roadways and through the waters of the Ventura Harbor. The 2015 Planned Project would not construct structures which would hinder emergency access. The 2015 Planned Project would implement safety regulations pursuant to adequate emergency access.

Similar to the 2015 Planned Project, the Current Project would not introduce structures which would hinder emergency access because the expanded marina would not encroach on the navigation channel boundaries provided by the District and implementation of landside components would not impede emergency access on Anchors Way. Current Project components would be constructed in accordance with the means of egress requirements of the California Fire Code Chapter 10 which would ensure proposed structures would be easily accessible to emergency service providers. As part of standard development procedures, Current Project plans would be submitted to the City's Building and Safety Division to ensure adequate emergency access is provided. As a result, the Current Project would not result in inadequate emergency access. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding inadequate emergency access than identified in the adopted IS-MND.

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18 Tribal Cultural Resources

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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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)? | N/A | N/A | N/A | N/A | N/A |
| 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. | N/A | N/A | N/A | N/A | N/A |

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?

Impacts to tribal cultural resources were not explicitly addressed in the adopted IS-MND because this impact category was not included in the CEQA Guidelines in effect at the time. However, the cultural resources assessment prepared in support of this Addendum (Appendix D) did not indicate there are known cemeteries, human remains, or Native American resources located on the project site. Representatives from ten Native American Tribes identified by the Native American Heritage Commission were contacted during preparation of this Addendum. One response has been received, from the Gabrielino/Tongva Nation, stating that although the Gabrielino/Tongva territory crosses into Ventura County, the Current Project site is outside the traditional boundaries of the Gabrielino/Tongva and the Gabrielino/Tongva have no knowledge of any cultural resources in the project area as a culturally affiliated site.

19 Utilities and Service Systems

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Pages 74 through 75	No	No	No	N/A
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Pages 75 through 76	No	No	No	N/A
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?	Page 76	No	No	No	N/A
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?	Pages 76 through 77	No	No	No	N/A
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	Page 77	No	No	No	N/A

Parcels 20 and 14 Redevelopment Project

- 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?*

The adopted IS-MND determined the 2015 Planned Project would not require the construction of new water, wastewater, or stormwater drainage infrastructure. Additional demands on the City's water and wastewater systems have been anticipated in the 2005 General Plan and 2005 General Plan Environmental Impact Report (EIR), and the population growth anticipated from the 2015 Planned Project would be accounted for in the City's projections. The 2015 Planned Project would not increase impervious surfaces on the project site and therefore would not increase stormwater runoff compared to existing conditions which could require additional stormwater infrastructure.

As discussed within significance criteria (b) and (c) below, the Current Project would not substantially increase water demands or generate wastewater in excess of the capacity of the Ventura Water Reclamation Facility (VWRF). The project site is developed and surrounded by existing development. As a result, the project would have access to the City's water and wastewater conveyance systems, and the Current Project would not require substantial water or wastewater infrastructure. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding water or wastewater infrastructure than identified in the adopted IS-MND.

The Current Project would pave existing unpaved areas part of the boat storage area reconfiguration. This would result in approximately 47,355 square feet of additional impervious surfaces. Similar to the 2015 Planned Project, stormwater flows would continue to flow to gutter facilities and catch basins along Anchors Way Drive, to vegetated areas off-site, and to the waters of the Ventura Harbor. As discussed in Section 3.10, *Hydrology and Water Quality*, the Current Project would not create or contribute runoff water which would exceed the capacity stormwater drainage systems. Therefore, the Current Project would not require additional stormwater infrastructure. The Current Project would not result in new or substantially more severe significant impacts regarding stormwater infrastructure than identified in the adopted IS-MND.

The adopted IS-MND did not analyze potential environmental effects associated with new electric power, natural gas, or telecommunications facilities. The project site is within the service areas of Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) which provide electricity and natural gas to Ventura, respectively (City of Ventura 2022c). The Current Project would require additional power for new boat slips; EV charging stations; new marine services building; heating, ventilation and air conditioning needs; and ancillary lighting. However, the project site is already developed with existing electric and natural gas infrastructure and no substantial infrastructure would be required to provide power to the Current Project. Similarly, no telecommunications facilities would be required to be installed in accordance with the Current Project. Therefore, the Current Project would not require or result in the relocation or construction of new or expanded electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects and no impact would occur.

- 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 adopted IS-MND determined the 2015 Planned Project would increase water demand by approximately 0.56-acre feet per year (AFY), which is within the City's water supply estimates as shown in the City's 2014 Comprehensive Water Resources Report.

The Current Project would construct new restroom and shower facilities, a new marine services building, fuel dock replacement, and landscaping which would result in increased water usage at the project site. According to the City's 2020 Urban Water Management Plan, the City has sufficient water supplies to serve anticipated growth and development through the year 2045 in normal, single dry year, and multiple dry year scenarios while maintaining at least a 14 percent annual water surplus (City of Ventura 2021). Therefore, sufficient water supplies would be available for the Current Project, and the Current Project would not result in new or substantially more severe significant impacts to water supply than identified in the adopted IS-MND.

- 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 adopted IS-MND determined the 2015 Planned Project would have a less than significant impact on wastewater generation. The 2015 Planned Project would include additional toilets and showers which would incrementally increase wastewater generation which would be treated by the VWRWF. Additional demands on the City's wastewater systems have been anticipated in the 2005 General Plan and 2005 General Plan EIR and the 2015 Planned Project is within the growth forecasted anticipated in the City's 2005 General Plan. Therefore, the adopted IS-MND determined the 2015 Planned Project would not exceed the capacity of the VWRWF.

The Current Project would add a new sewage pump-out station at the marina, new restroom and shower facilities, and a new marine services building which would increase wastewater generation. The VWRWF has a design capacity of 14 million gallons per day (MGD) and treats approximately 8 MGD to 9 MGD of wastewater (City of Ventura 2022d; Los Angeles Regional Water Quality Control Board 2020). Therefore, the VWRWF would have sufficient available capacity to treat the incremental wastewater generated from the Current Project. The Current Project would not result in new or substantially more severe significant impacts regarding wastewater than identified in the adopted IS-MND.

- 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?*

The adopted IS-MND determined the 2015 Planned Project would result in less than significant impacts regarding solid waste generation and compliance with solid waste reduction statutes. Pursuant to California Green Building Standards Code, new construction projects must implement a construction and demolition Waste Management Plan which must result in a diversion of at least 50 percent of waste generated by a construction project. The 2015 Planned Project would implement source reduction programs used to comply with Assembly Bill 939 and Assembly Bill 341 which set a standard of at least 75 percent solid waste diversion from landfills. Solid waste is hauled to the Gold Coast Recycling and Transfer Station, and non-recyclable materials are hauled to the Toland Road Landfill. Using the City's solid waste generation factor of 0.0096 tons per person per day from Table 4.11-17 of the 2005 General Plan Final EIR, the adopted IS-MND determined operation of the 2015 Planned Project would generate an estimated 0.144 tons of additional solid waste per day, which would be reduced to 0.072 additional tons of solid waste per day in accordance with waste diversion

requirements. These estimated waste generation rates would not exceed the capacity of the Toland Road Landfill.

Pursuant to the 2019 California Green Building Standards Code, Current Project construction would be required to implement a Waste Management Plan which must result in a minimum diversion rate of at least 65 percent of solid waste from landfills. Temporary construction activities of new facilities such as the new marine services building would increase the amount of construction and demolition debris generated compared to the 2015 Planned Project. In addition, operation of new structures such as the new marine services building would result in increased solid waste generation compared to the 2015 Planned Project. Although solid waste generation may increase beyond levels anticipated for the 2015 Planned Project, the increased solid waste generated during operation would not be substantial, and at least 75 percent of solid waste would be diverted from the Toland Road Landfill in accordance with the requirements of Assembly Bill 939 and Assembly Bill 341. Based on a solid waste generation factor 0.0096 tons per person per day operation of the Current Project would result in an increase of approximately 0.048 tons of solid waste which would be sent to a landfill.² This solid waste generation is approximately 0.024 tons per day less than the anticipated solid waste generation of the 2015 Planned Project. The Toland Road Landfill has a maximum permitted throughput of 2,864 tons per day and a remaining capacity of 16,068,864 cubic yards (California Department of Resources, Recycling, and Recovery [CalRecycle] 2018). Thus, the Toland Road Landfill has sufficient capacity to accept solid waste generated by the Current Project. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding solid waste than identified in the adopted IS-MND.

² 0.0096 tons per person per day * 20 persons = 0.192 tons per day * 25 percent not diverted from a landfill = 0.048 tons per day not diverted from a landfill

20 Wildfire

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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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?	Page 49	No	No	No	N/A
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?	Page 49	No	No	No	N/A
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?	Page 49	No	No	No	N/A
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?	Page 49	No	No	No	N/A

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?*

Parcels 20 and 14 Redevelopment Project

- 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?*

The adopted IS-MND did not include a separate section analyzing potential environmental impacts related to the topic of Wildfire because it was not required under the CEQA Guidelines in effect at the time. The topic of wildfire was, however, addressed in the Hazards and Hazardous Materials section of the adopted IS-MND. As discussed therein, the project site is not located in a wildland fire hazard zone as shown in the 2005 Ventura General Plan Final EIR. Therefore, the 2015 Planned Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

According to the California Department of Forestry and Fire Protection (CAL FIRE), the project site does not fall within a State Responsibility Area or Very High Fire Hazard Severity Zone (VHFHSZ). The closest VHFHSZ is located approximately 1.9 miles north of the project site at the intersections of Seaward Avenue and Poli Street (CAL FIRE 2022). Existing residential development, commercial development, and U.S. Highway 101 separate the project site from the VHFHSZ. Accordingly, there is limited potential for substantial impacts to occur due to being located near State Responsibility Areas or VHFHSZs. The project site is located in an area of the Ventura Harbor with surrounding existing development and hardscape, with minimal vegetation limited to ornamental landscaping such as grasses and palm trees. The Current Project would add native plants for landscaping purposes which would not result in substantial fire risk. The project site is flat, and offshore marine winds blow west to east. Therefore, there would be no natural features which would exacerbate wildfire risk. The Current Project would install a fire protection system meeting federal, State, and VFD fire requirements which would provide coverage to the entire marina. In addition, the proposed fuel dock replacement, new marine services building, improvements to the existing restaurant, and exterior boat repair building would all be constructed in accordance with the requirements of the California Fire Code which are implemented to minimize the potential for fire to occur. The proposed fuel dock replacement would comply with the standards of the VFD because the VFD must inspect and approve structures used in the storage, transfer, and application of hazardous materials, pursuant to California Fire Code Sections 105.1.1 and 105.1.2. As discussed in Section 3.9, *Hazards and Hazardous Materials*, the transportation and handling of hazardous materials would occur in compliance with all applicable regulatory requirements including the Hazardous Materials Transportation Act, California Hazardous Material Management Act, and California Code of Regulations, Title 22. Compliance with these regulations would minimize the potential for a fire to occur due to fuel spills or leakage. Implementation of the Current Project would not preclude implementation of or alter emergency response procedures within the City's Emergency Operations Plan which provides guidance during unique situations requiring unusual or extraordinary response (City of Ventura 2021b). As discussed in Section 3.17, *Transportation*, the Current Project would not impede emergency access. Due to the project site's location and mandatory compliance with regulations intended to limit the potential for fire to occur, the potential for the Current Project to cause substantial adverse impacts related to wildfire is limited. Therefore, the Current Project would not result in new or substantially more severe significant impacts regarding wildfire than identified in the adopted IS-MND.

21 Mandatory Findings of Significance

	Where was Impact Analyzed in the IS-MND?	Do Proposed Changes Require Major Revisions to the IS-MND?	Do New Circumstances Require Major Revisions to the IS-MND?	Any New Information Resulting in New or Substantially More Severe Significant Impacts?	Do IS-MND Mitigation Measures Address and/or Resolve Impacts?
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?	Page 78	No	No	No	Yes
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)?	Page 79	No	No	No	N/A
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Page 79	No	No	No	Yes

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 adopted IS-MND determined impacts to biological resources would be less than significant with incorporation of Mitigation Measures BIO-1 through BIO-5 within the adopted IS-MND. The adopted IS-MND determined the 2015 Planned Project would not have substantial impacts on known cultural or historic resources. As a result, the adopted IS-MND determined the 2015 Planned Project would not have the potential to eliminate important examples of the major periods of California history or prehistory.

As described throughout this Addendum, the Current Project would result in no new or substantially more severe direct or indirect significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project. Similar to the 2015 Planned Project, the Current Project would implement Mitigation Measures BIO-1 through BIO-5 identified in the adopted IS-MND to minimize impacts to special-status species and jurisdictional waters. No historical resources are present on the project site, and the potential to encounter archaeological resources and human remains is low due to previous disturbances at the project site. As a result, the Current Project would not substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

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

The adopted IS-MND noted cumulative impacts to air quality, GHG emissions, wastewater, water supply, and solid waste are inherently addressed in the Air Quality, Greenhouse Gases, Wastewater, Water Supply, and Solid Waste discussions. The adopted IS-MND determined the 2015 Planned Project would not contribute to significant cumulative traffic impacts. Cumulative impacts to biological resources would not be cumulatively considerable with implementation of mitigation measures within the adopted IS-MND. Cumulative development in the Ventura Harbor would have similar impacts to the 2015 Planned Project, and with adherence to existing regulations and implementation of mitigation no substantial cumulative impacts would occur.

As described throughout this Addendum, the Current Project would result in no new or substantially more severe direct or indirect significant impacts beyond those identified in the adopted IS-MND for the 2015 Planned Project. The Current Project's contribution to cumulative impacts would be similar to the 2015 Planned Project. 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. Other resource areas inherently address cumulative impacts. As noted in Section 3.1, *Air Quality*, and Section 3.8, *Greenhouse Gas Emissions*, the 2015 Planned Project would not result in new or substantially more severe significant impacts to air quality or GHG emissions than what would occur in accordance with the 2015 Planned Project. The Air Quality and Greenhouse Gas Emissions significance criteria are designed such that a project that demonstrates a less than significant impact would not have a cumulatively considerable impact.

The Current Project would introduce development consistent with surrounding development at the Ventura Harbor and would shield lighting downwards such that lighting introduced in accordance with the Current Project would not considerably contribute to cumulative impacts to the aesthetic character of Ventura Harbor or substantial increase in lighting. The Current Project would not result in cumulative impacts to agriculture and forestry resources because the Current Project would not

impact Farmland or forest land. Implementation of Mitigation Measures BIO-1 through BIO-5 identified in the adopted IS-MND would reduce the potential for the Current Project to considerably contribute to the cumulative loss of species and degradation of habitat. The Current Project would not considerably contribute to cumulative impacts to archaeological or tribal cultural resources because the City Municipal Code requires the Current Project to assess, record, remove, or preserve unanticipated archaeological or historic resources. The Current Project would comply with California Building Energy Efficiency Standards which are designed to reduce wasteful energy usage for new development throughout California. Compliance with the NPDES Construction General Permit and implementation of and SWPPP and BMPs would ensure the Current Project's contribution to cumulative hydrology and water quality impacts would not be cumulatively considerable. The Current Project would not result in conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect which are applicable to cumulative development projects. The project site does not involve any mining activities and the Current Project would not impact any mineral resources such that a cumulative loss of a known mineral would occur. Noise generated by the Current Project would not be substantial such that the noise would contribute considerably to cumulative ambient noise levels at the Ventura Harbor. Anticipated population increase in accordance with the Current Project would not exceed regional growth forecasts and therefore would not contribute considerably to cumulative substantial unplanned population growth. Accordingly, the Current Project would not considerably contribute to the cumulative need for increased fire protection, police protection, parks, and other facilities. The Current Project would not generate cumulatively considerable VMT. The Current Project would also not introduce substantial development, increase water demand, increase wastewater generation, or increase solid waste generation such that new substantial utility infrastructure would be needed to adequately serve cumulative development. The Current Project would not introduce development which would substantially increase wildfires, and the developed nature of the project site and surrounding area would minimize the potential for a fire at the project site to become a wildfire which could spread to surrounding development. Therefore, the Current Project would not have a cumulatively considerable contribution to cumulative impacts.

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

Impacts to human being are associated with air quality, hazards and hazardous materials, noise, and transportation impacts. The adopted IS-MND determined impacts to human beings, associated with air quality, hazards and hazardous materials, traffic, and noise impacts, would be less than significant.

As discussed in Section 3.1, Air Quality, Section 3.9, Hazards and Hazardous Materials, Section 3.13, Noise, and Section 3. 17, Transportation, the Current Project would not result in new or substantially more significant impacts associated with air quality, hazards and hazardous materials, noise and traffic impacts than what would occur in accordance with the 2015 Planned Project. Therefore, the Current Project would not have environmental effect which would cause substantial adverse direct or indirect effects on human beings.

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4 References

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Appendix A

Derecktor Marine Holdings Project Description and Site Plans

1 Project Description

This project description summarizes the marina upgrade and expansion, landside renovations and associated site improvements proposed by Derecktor Marine Holdings. The project site is located at 1644 Anchors Way Drive, Ventura California 93001 within Ventura Harbor (Parcels 20 and 14). The goal of this project is to create an active and exciting harbor front area where local residents and visitors alike can access the harbor and ocean, dock commercial, leisure and personal water craft, enjoy harbor and ocean vistas from the land side buildings and open community space.

The City of San Buenaventura General Plan designation for the project site is Commerce and the site is zoned Harbor Commercial. The proposed improvements and uses of the site are consistent with the General Plan designation and zoning.

It is anticipated that permits and approvals for the project would be required by the U.S. Army Corps of Engineers, California Coastal Commission, Regional Water Quality Control Board, and City of Ventura.

1.1 Project Elements

The proposed project entails replacement of the existing marina, modernization of the existing boatyard to provide more efficient and technologically advanced service, use of dry stack boat storage, reconfiguration of day sail storage, reconfiguration of parking, construction of a two-story marine retail and boatyard office building, construction of a promontory, construction of a trash enclosure, and improvements to visitor amenities, and associated site improvements. Existing site elements and features including a restaurant, a currently vacant second floor unit, sportfishing office, small office, boat haul out, fuel pad and pump, convenience store and office, fuel office and pumps, and live bait receivers will be maintained. Figure SP1 depicts the proposed site plan including the major project elements.

1.1.1 Marina Replacement

The proposed replacement and reconfiguration of the marina would increase the number of slips from 32 to 74 while maintaining a mix of commercial and recreational vessels to meet the current and projected demands of the boating market in this area (Figures SP1 and DL-3). The marina has been designed in accordance with California Department of Boating and Waterways guidelines. Approximately 13 slips are expected to serve commercial vessels such as commercial multi-party recreational fishing, marine safety tow vessels, and marina spill response vessels (Table 1). The remaining 61 slips would serve private, recreational vessels. Transient boater slips would be increased to meet the needs of visitors to the harbor and space for a water taxi to dock would be provided. Dock space would be provided for short-term use to visit restaurants or amenities at the site. A maximum of 10% of the slips would be liveaboards. Gangways (i.e., ramps to access the docks) complying with Americans with Disabilities Act (ADA) requirements will be provided. Four ADA slips also will be included in the proposed marina. Marina entryways would be replaced and would employ modern security and access systems. The docks would support a small office for the fuel and bait dock measuring approximately 512 square feet in area. A small barge-type licensed vessel with an approximately 384 square-foot office for Tow Boat US would be located in the marina with the two Tow Boat US vessels.

One locked storage unit and cantilevered storage racks for kayaks and paddleboards would be located on the marina head walk. Standard dock boxes would be located at each of the private slips.

The proposed project would increase the dock area from approximately 16,419 square feet to approximately 36,000 square feet and would increase the number of guide piles from 45 to approximately 75 (Figure DL-3). The existing timber piles, which are not currently wrapped, would be removed and replaced with 16-inch and 18-inch prestressed concrete piles. New top of pile elevations would be consistent with Port District Resolution 3254 requiring a minimum top elevation of 15 feet mean lower low water for new guide piles, to accommodate potential sea level rise. Prestressed concrete guide piles have an expected lifespan of up to 80 years. The height of the piles could be extended in the future if necessary to accommodate additional sea level rise.

The fuel dock and live bait wells would be reconfigured to improve passenger and vessel access and the existing fuel pumps and associated equipment would be replaced with new equipment. A sewage pumpout station would be added to the marina for use by tenants and the public. Slips within the marina would be provided with metered electricity and potable water. The electrical system will meet the latest National Electric Code requirements, including ground fault protection. A highspeed direct current (DC) charging station for larger electric boats coming onto the market would be added to the marina for use by visiting boaters. A fire protection system, which will meet California Fire Code, National Fire Protection Association standards, and City fire requirements, would be installed to provide coverage of the entire marina. New ADA-compliant boater bathrooms would be provided as part of a new two-story marine services building described in Section 1.1.2.

The new marina would be configured so that the slips are oriented parallel to the prevailing wind and surge from the harbor entrance to facilitate safe docking. The proposed marina would extend further from the shoreline but would not encroach on the navigation channel boundaries provided by the Port District. The Parcel 20 boundary would need to be extended to encompass the proposed marina layout. The additional parcel area would measure approximately 99,441 square feet (2.28 acres). Figure SP2 depicts a hatched area representing the approximate boundary of the area that would be requested to be added to the lease area to accommodate the proposed marina.

Table 1. Proposed Marina Slip Mix

Length	Total Quantity	Commercial	Private
25	15	0	15
30	2	2	0
35	3	0	3
40	8	1	7
42	1	1	0
45	1	1	0
46	1	1	0

Length	Total Quantity	Commercial	Private
48	3	3	0
50	19	0	19
58	1	0	1
60	16	0	16
75	4	4	0
Total	74	13	61

1.1.2 Landside Improvements

A new two-story building will include marine retail at ground level along with new restrooms with showers, a laundry facility and lounge with a view for the guests to enjoy. The office area will be located on the second level of the building. The first floor would be approximately 3,423 square feet in area and the second floor would be approximately 4,012 square feet in area (Figure A1).

At the existing Water’s Edge Restaurant, a new entrance and elevator will be built to provide access to the existing second floor unit, which measures approximately 1,779 square feet. (Figures SP1 and A3).

A new covered trash enclosure would be constructed to the northeast of the existing Sports Fishing Building (Figures AP1 and SP3). The new enclosure would be approximately 22’-0” wide x 16’-0” deep x 10’-0” high and would be consistent with City requirements.

The existing Water’s Edge Restaurant (1501 Anchor’s Way Building) and Sports Fishing Building resemble the “California Arts and Crafts” style: shingle roof, board and batten siding and neutral color scheme. The new building will incorporate these elements to create a modern version of this architectural style. Native plants, drought tolerant plants such as Dudleya succulents, California poppies, common yarrow and other species will be used to enhance the landscape around the site.

The project will also expand the existing parking to meet the needs of the Parcel 20 development project. Please see the included parking study for detail.

The existing daysail storage area would be reconfigured from 78 stalls to 34 stalls. The existing exterior boat storage would be reconfigured to accommodate 8 boats adjacent to the existing boat repair building. Dry stack storage for up to 80 boats would be constructed north of the boat storage and boat repair building.

The exterior boat repair building would be renovated to convert all of the existing area to shop space and the existing office space would be relocated to the proposed multi-use building. The exterior boat repair area adjacent to the boat repair building would continue to be used for boat repair activities.

Existing unpaved areas on the site, including the day sail and exterior boat storage would be paved. The total area of new paving on the site would be approximately 47,355 square feet.

Initial electrical load calculations were performed for the landside project elements including the building, exterior lighting, and electric vehicle charging stations. Electrical improvements would be made to support the landside improvements and marina. These improvements would include new electrical service to the new two story building to serve the building, parking lot, and marina. New lighting would be installed at the site to support the reconfigured parking, day sail storage, new and renovated buildings, and landside amenities.

Additional Site Enhancements

- Promontory near the proposed mixed-use building and the existing 1501 Anchors Way building creating a vantage point to view the marina and harbor
- New hardscape and native landscape enhancements are approximately 37,000sf
- Expand existing parking to accommodate the marina expansion and second floor to the 1501 Anchor's Way Building.

Buildings

- Existing restaurant - new façade paint scheme and updated second floor entry with elevator and stairs.
 - Existing restaurant is approx. 3,314 sf.
 - Existing 2nd floor area is approx. 1,779 sf.
- Existing Sports Fishing Building area is 1086 sf: Exterior paint scheme updates only.
- Existing Boat Repair Building area is approximately 3,050 sf: Interior renovation to convert office space to shop space
- New 2-story marine retail, marina amenities and office building: Exterior building materials include board and batten with metal siding and glass railings.
- New building total area: 9,451 sf including balconies and the exterior walkway
 - Retail on first floor is approx. 1,500sf
 - Office on 2nd floor is approx. 2,200sf
 - First and second floor amenities (e.g. lounge, showers, etc.) Totaling 3,148 sf.
 - Balcony for lounge is approx. 485 sf

1.2 Project Construction and Phasing

The project area is an active, functional multi-use site with multiple businesses that will continue to operate during the construction of the project. For this reason, the project will be built in multiple phases.

Due to the proposed WaterPure project, construction of the marina is anticipated to begin first. Our goal is to begin construction by September 2023. (Phase 1a)

At the same time building work commences (Phase 1b), site work will occur in multiple phases starting with the new parking lot (former day sail) and moving toward the water in approximately three phases to allow for adequate parking for the existing businesses. Installation of landscape and hardscape will complete this portion of the upland site work.

Renovation of the existing boat repair building will occur along with finalization of the boat storage improvements.

Construction of the landside and waterside improvements would overlap, with marina construction beginning first. Landside construction is expected to take approximately 13 months and marina construction is expected to take approximately 6 months. The timeline for beginning construction will be dependent on completion of the environmental review and permitting process as well as any impacts on construction created by the City of Ventura WaterPure project. Marina reopening is contingent on completion of new landside utilities and gangway access.

During construction of the marina, existing vessels would be relocated to available slips while individual docks are removed and replaced. During landside construction activities, dry storage vessels and vessels in the boatyard would be temporarily moved onsite as needed to accommodate construction activities.

Typical construction equipment would be used for both the landside and marina construction and work would be performed both on land and in the water. Water-based construction equipment would likely include a barge-based crane and small work boats. New docks and piles would be lifted from trucks on the land and placed directly into the water or onto floating barges.

1.3 Technical Studies

To support design and permitting of the proposed project, DMH will perform specific technical studies and evaluations. DMH proposes to perform the following technical studies and evaluations:

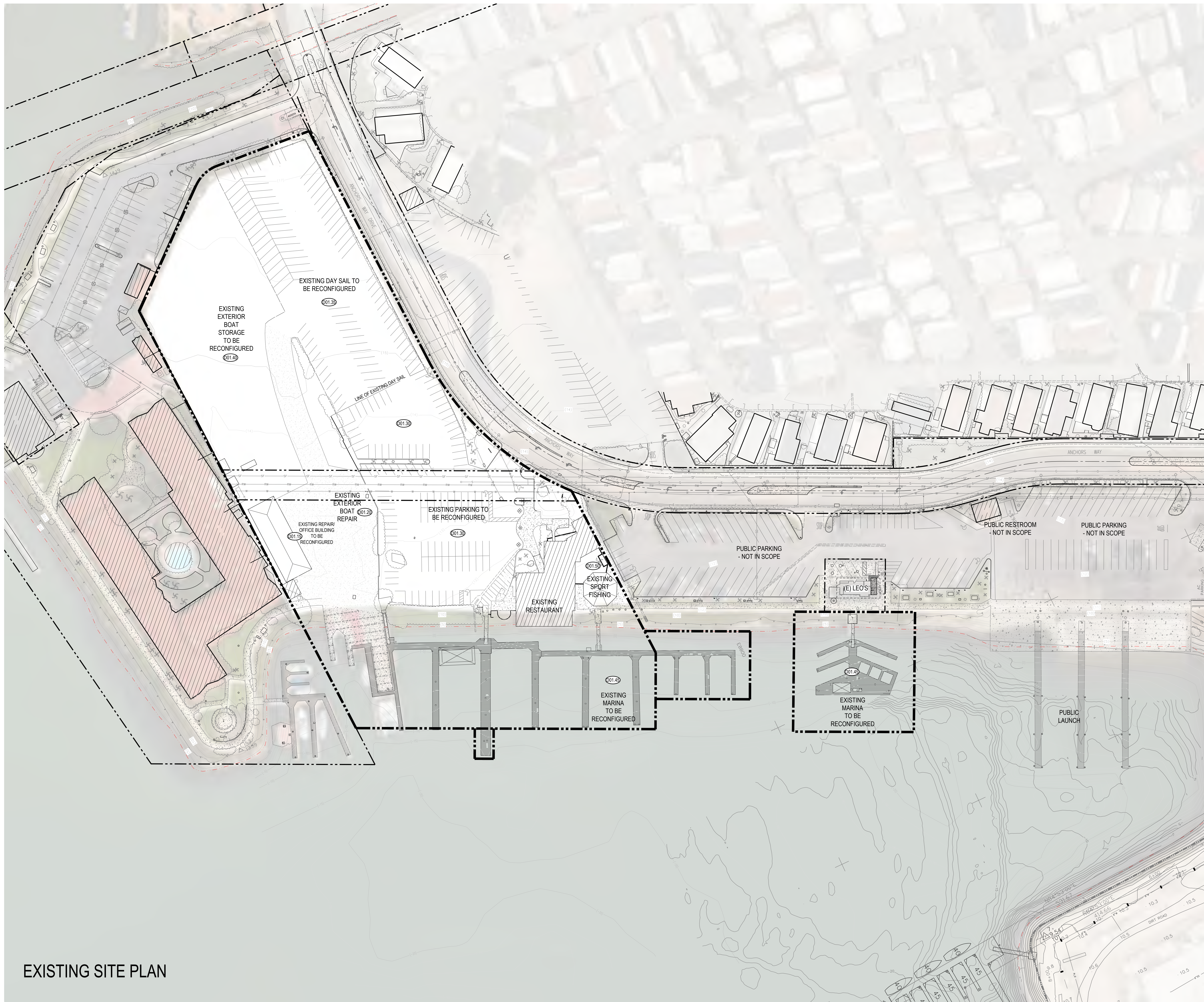
- Geotechnical investigation to support landside and waterside design
- Bathymetric and topographic surveys to support landside and waterside design
- Graphic renderings of the proposed project elements to support evaluation of viewsheds and to support outreach to stakeholders and the community
- Parking assessment to support design refinement and City approvals
- Coastal hazards analysis to satisfy California Coastal Commission requirements
- Pre-construction eelgrass and Caulerpa survey to comply with anticipated permit requirements

Based on the Initial Study/Mitigated Negative Declaration (IS/MND) prepared in 2015 for a larger project at the site, the Port District's CEQA consultant may propose updates to the air quality and greenhouse gas analyses and traffic analysis to reflect changes in regional conditions and regulatory requirements since 2015. Based on the analyses in the IS/MND, it is anticipated that biological

resources and archaeological and cultural resources surveys are not required for the proposed project because of the lack of resources at the site. It is also anticipated that a noise study will not be required because changes in uses at the site are not proposed.

The project evaluated in the 2015 IS/MND is similar to the current proposed project, but the 2015 marina was larger. The 2015 project included parking improvements, a new building to house marina amenities, improving site accessibility, modernizing the fuel and bait facilities, expanding the vessel haul and launch facilities, improving the marina entryways, improving site utilities, and providing transient dock space.

On February 2, 2022, Ventura Port District staff recommended approval of Rincon Consultants, Inc. (Rincon) to perform CEQA review of the proposed project. Rincon prepared the 2015 IS/MND for the previously proposed project at the site and recommends preparation of an Addendum to the IS/MND as the appropriate approach for CEQA compliance for this project.



EXISTING SITE PLAN

PROJECT DATA

APN: 093-024-032 - PARCEL 20
 TOTAL SITE AREA (APPROX.): ±322,872 SF 7.4 Ac

ZONING: HC - HARBOR COMMERCIAL ZONE
 MAX HEIGHT OF 45 FEET

BUILDING AREA AND PARKING ANALYSIS:

EXISTING RESTAURANT BUILDING

FIRST FLOOR:	
RESTAURANT	3,314 SF
OUTDOOR SEATING	715 SF
OFFICE	480 SF
B.O.H.	4,715 SF
SECOND FLOOR:	
TBD	1,779 SF

EXISTING SERVICE YARD AT REAR OF RESTAURANT BUILDING:

FIRST FLOOR:	
B.O.H.	1,955 SF

EXISTING SPORT FISHING:

SPORT FISHING	1,086 SF
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EXISTING BOATING AND HARBOR ACTIVITIES:

BOATING AND HARBOR	985
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EXISTING BOAT REPAIR FACILITIES:

BUILDING AND REPAIR	1,830 SF
BOAT REPAIR OFFICE <20%	244 SF
BOAT REPAIR OFFICE >20%	976 SF
EXTERIOR BOAT REPAIR	14,000 SF
EXTERIOR BOAT STORAGE	50,800 SF

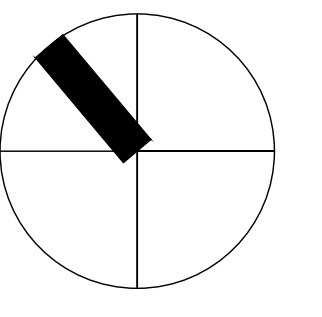
REQUIRED PARKING:

FOR PARKING ANALYSIS - SEE ATTACHED PARKING STUDY DATED 09/26/2022

KEYNOTES:

- 001.19 EXISTING BOAT REPAIR / OFFICE BUILDING TO BE RECONFIGURED - OFFICE AREA TO BE MOVED TO PROPOSED MIXED USE BUILDING. OLD OFFICE AREA TO BE RECLAIMED AS REPAIR AND THE BUILDING EXTERIOR TO BE PAINTED TO MATCH REST OF THE CENTER - SEE PROPOSED SITE PLAN AND ELEVATIONS
- 001.20 EXISTING BOAT REPAIR TO REMAIN
- 001.30 EXISTING PARKING LOT TO BE RECONFIGURED - SEE PROPOSED SITE PLAN
- 001.30 DAY SAIL AREA TO BE REDUCED IN SIZE TO ACCOMMODATE LARGER PARKING LOT - SEE PROPOSED SITE PLAN
- 001.40 EXISTING BOAT STORAGE LAYOUT TO BE RECONFIGURED - SEE PROPOSED SITE PLAN
- 001.40 EXISTING MARINA TO BE RECONFIGURED / ENLARGED - SEE PROPOSED SITE PLAN
- 001.50 EXISTING SERVICE YARD TO BE RENOVATED - SEE PROPOSED SITE PLAN

--- PROJECT PROPERTY LINE



THIS PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.

Job No.: 21017-01
 Scale: 1:50
 Date: 03/17/2023

Sheet No./ Option No.
SP-E



PROPOSED SITE PLAN

PROJECT DATA

APN: 093-024-032 - PARCEL 20
 TOTAL SITE AREA (APPROX.): ±419,471 SF 9.7 Ac

ZONING: HC - HARBOR COMMERCIAL ZONE
 MAX HEIGHT OF 45 FEET

BUILDING AREA AND PARKING ANALYSIS:

FIRST FLOOR:	
RESTAURANT	3,314 SF
OUTDOOR SEATING	715 SF
OFFICE	480 SF
B.O.H.	2,760 SF
SECOND FLOOR:	
TAP ROOM	1,779 SF

SPORT FISHING:	
SPORT FISHING	1,086 SF

MIXED USE (BOAT AND MARINA):

NEW MIXED BUILDING: (INCLUDES BOATING AND HARBOR ACTIVITIES)

FIRST FLOOR:	
RETAIL	1,500 SF
AMENITIES	1,075 SF
SECOND FLOOR:	
OFFICE	2,200 SF
AMENITIES	2,073 SF

FUEL DOCK CONVENIENCE STORE	512 SF
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BOAT REPAIR FACILITIES:	
BUILDING AND REPAIR	3,050 SF
EXTERIOR BOAT STORAGE	
DAY SAIL	

REQUIRED PARKING:

FOR PARKING ANALYSIS - SEE ATTACHED PARKING STUDY DATED 09/26/2022

KEYNOTES:

- (A01.10) NEW TWO STORY MULTI-PURPOSE BUILDING - SEE PROPOSED SITE PLAN, FLOOR PLAN AND ELEVATIONS
- (A01.15) RECONFIGURED BOAT REPAIR BUILDING
- (A01.30) ENLARGED / RENOVATED PARKING LOT WITH NEW LANDSCAPE
- (A01.35) DAY SAIL AREA (REDUCED TO ACCOMMODATE LARGER PARKING LOT)
- (A01.40) NEW EXTERIOR BOAT STORAGE LAYOUT
- (A01.45) NEW EXPANDED MARINA
- (A01.50) NEW PROMONTORY
- (A01.55) NEW STACKED BOAT STORAGE
- (A01.60) NEW RENOVATED SERVICE YARD AREA OPEN TO PUBLIC

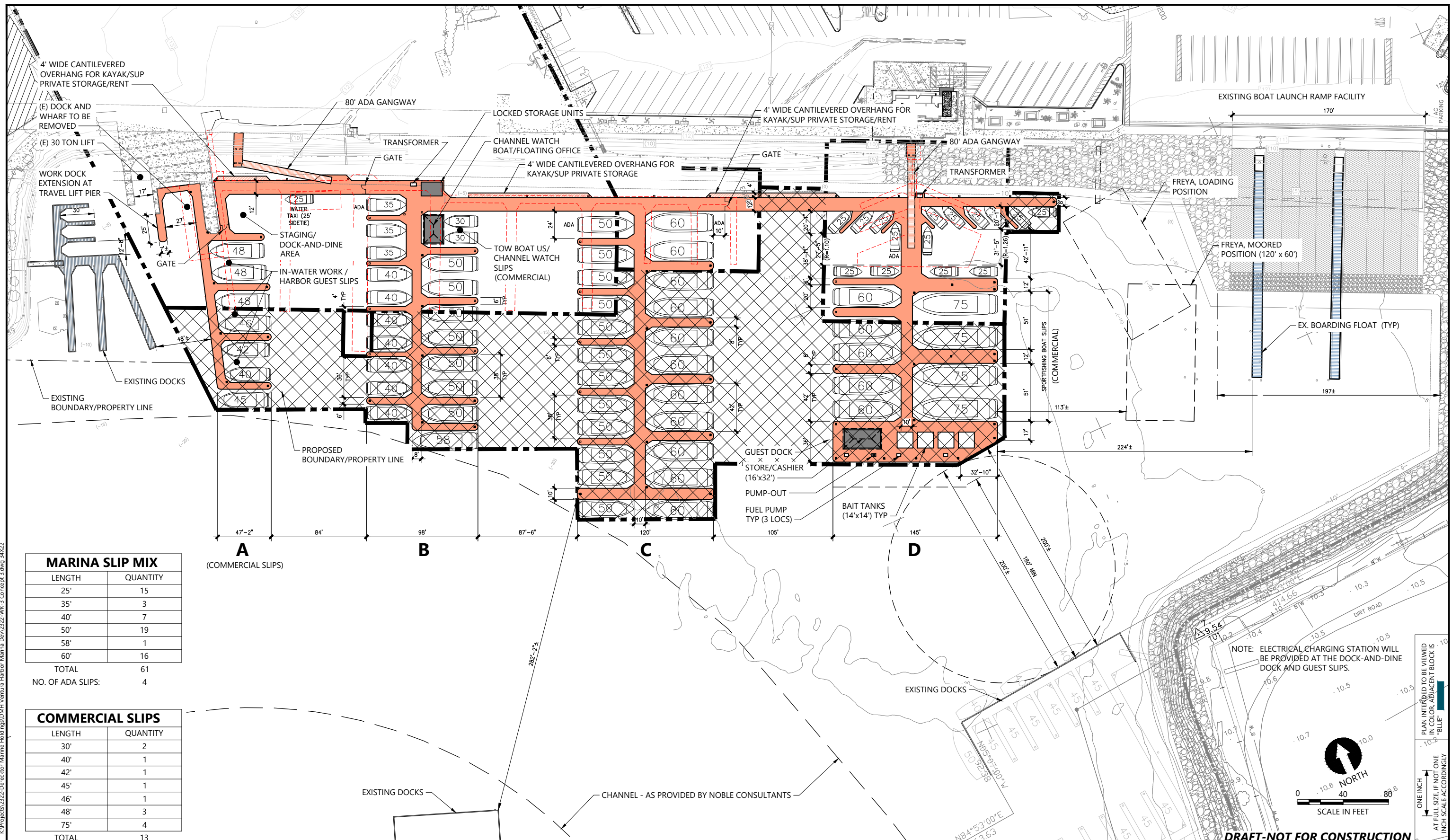
- PROJECT PROPERTY LINE
- PROPOSED MARINA LOT ADJUSTMENT ±100,830 SF, OR ±2.31 ACRES

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SP1

K:\Projects\2322-Decktop Marine Holdings\DMH Ventura Harbor Marina Dev\2322-WK-3 Concept 3.dwg 24X22
Mar 20, 2023 10:07am rzaonable



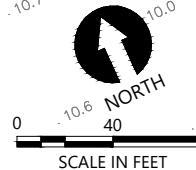
MARINA SLIP MIX

LENGTH	QUANTITY
25'	15
35'	3
40'	7
50'	19
58'	1
60'	16
TOTAL	61
NO. OF ADA SLIPS:	4

COMMERCIAL SLIPS

LENGTH	QUANTITY
30'	2
40'	1
42'	1
45'	1
46'	1
48'	3
75'	4
TOTAL	13

NOTE: ELECTRICAL CHARGING STATION WILL BE PROVIDED AT THE DOCK-AND-DINE DOCK AND GUEST SLIPS.



DRAFT-NOT FOR CONSTRUCTION

PLAN INTENDED TO BE VIEWED AT FULL SIZE IF NOT ONE INCH SCALE ACCORDINGLY



REVISIONS				
REV	DATE	BY	APP'D	DESCRIPTION

DESIGNED BY: RHM/RLR/FJM
 DRAWN BY: RLR
 CHECKED BY: FJM
 APPROVED BY: RHM
 SCALE: AS NOTED
 DATE: 03/20/2023

VENTURA HARBOR MARINA AND YACHT CLUB

DESIRED LAYOUT (DL-3)

SHEET # 1 OF 1














PROMONTORY VIEW

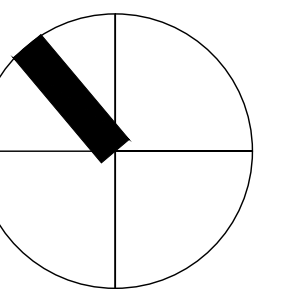


VIEW FROM ANCHOR WAY



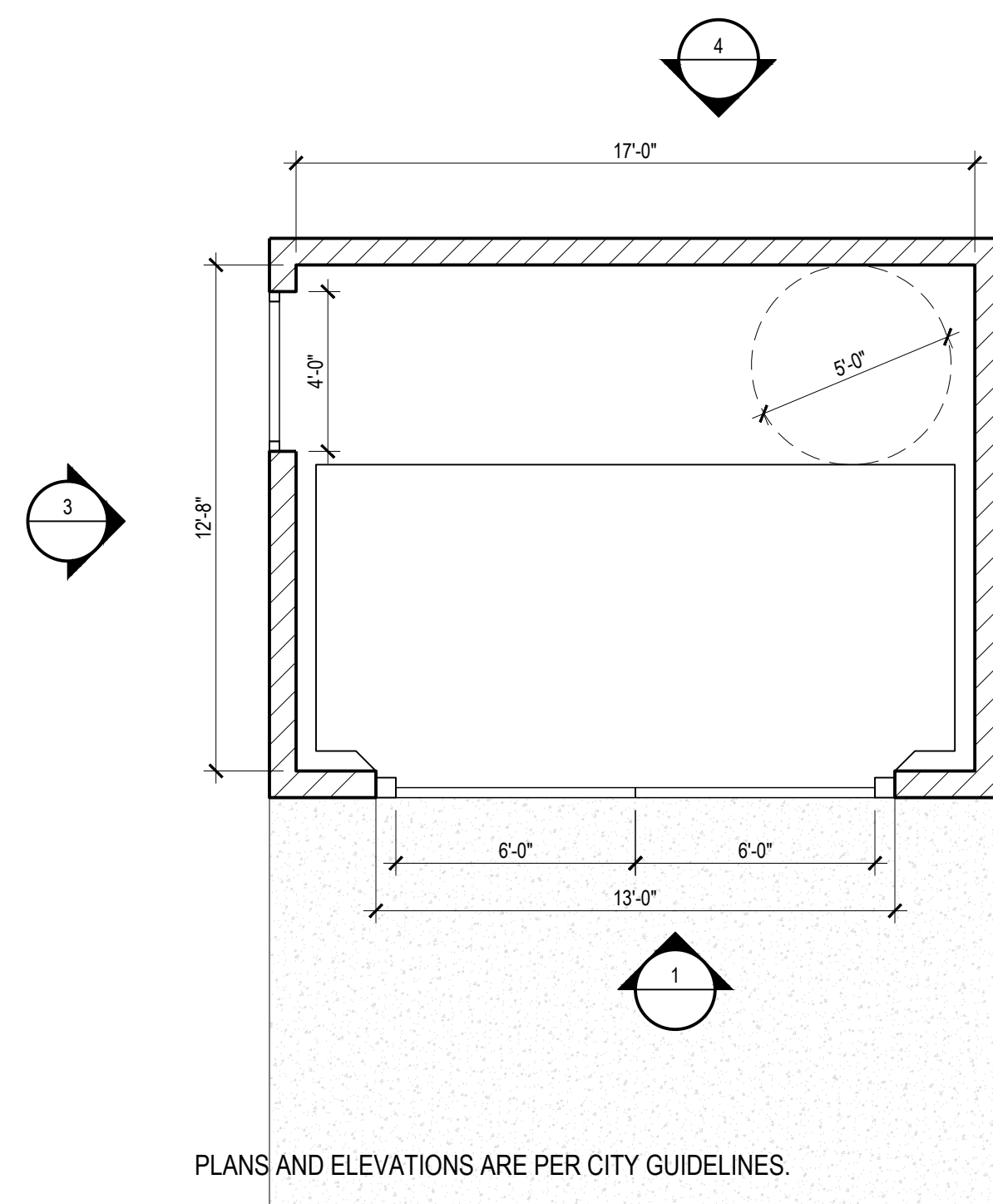
-  NATURAL GRAY CONCRETE
-  STAMPED COLOR CONCRETE
-  BELL STYLE POLE LIGHT
-  BOLLARD LIGHT
-  DROUGHT TOLERANT LANDSCAPING
-  CONCRETE AND WOOD PLANK SEATING
-  BOULDERS - VARIES IN SIZE AND COLOR

- KEYNOTES:
-  A01.15 NEW CONCRETE SIDEWALK - TYPICAL
 -  A01.20 NEW CONCRETE WALK FROM MARINA
 -  A01.25 NEW FLAG POLE WITH DOMED METAL BASE
 -  A01.30 NEW COMPASS INLAY
 -  A01.35 NEW BENCH SEATING - TYPICAL
 -  A01.40 NEW POLE LIGHTINGS - TYPICAL
 -  A01.45 NEW BOLLARD LIGHTS - TYPICAL
 -  A01.50 NEW DECORATIVE PAVING
 -  A01.55 NEW BOULDERS - TYPICAL
 -  A01.60 NEW DROUGHT TOLERANT PLANTING - TYPICAL
 -  A01.65 EXISTING TREES - TYPICAL



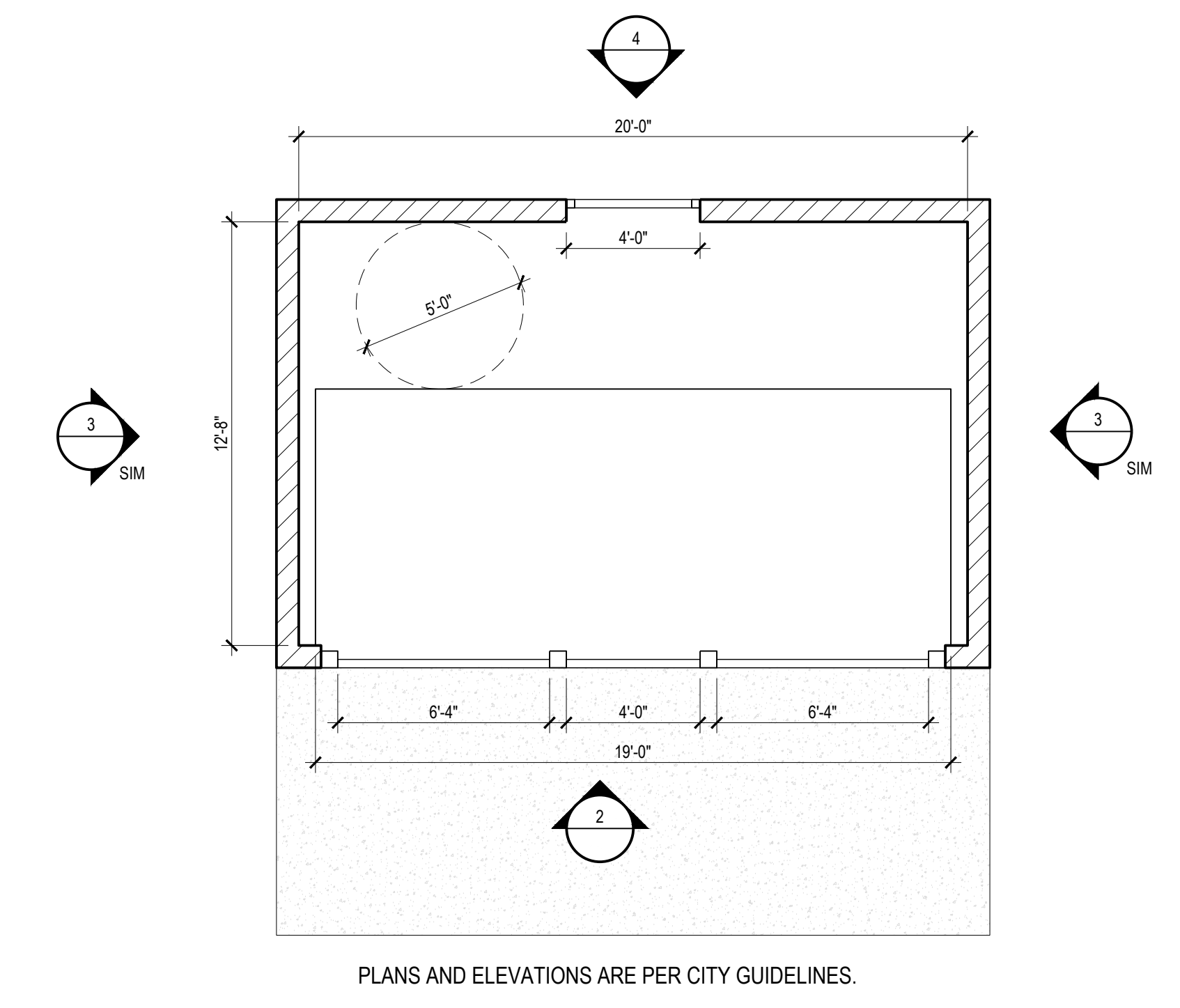
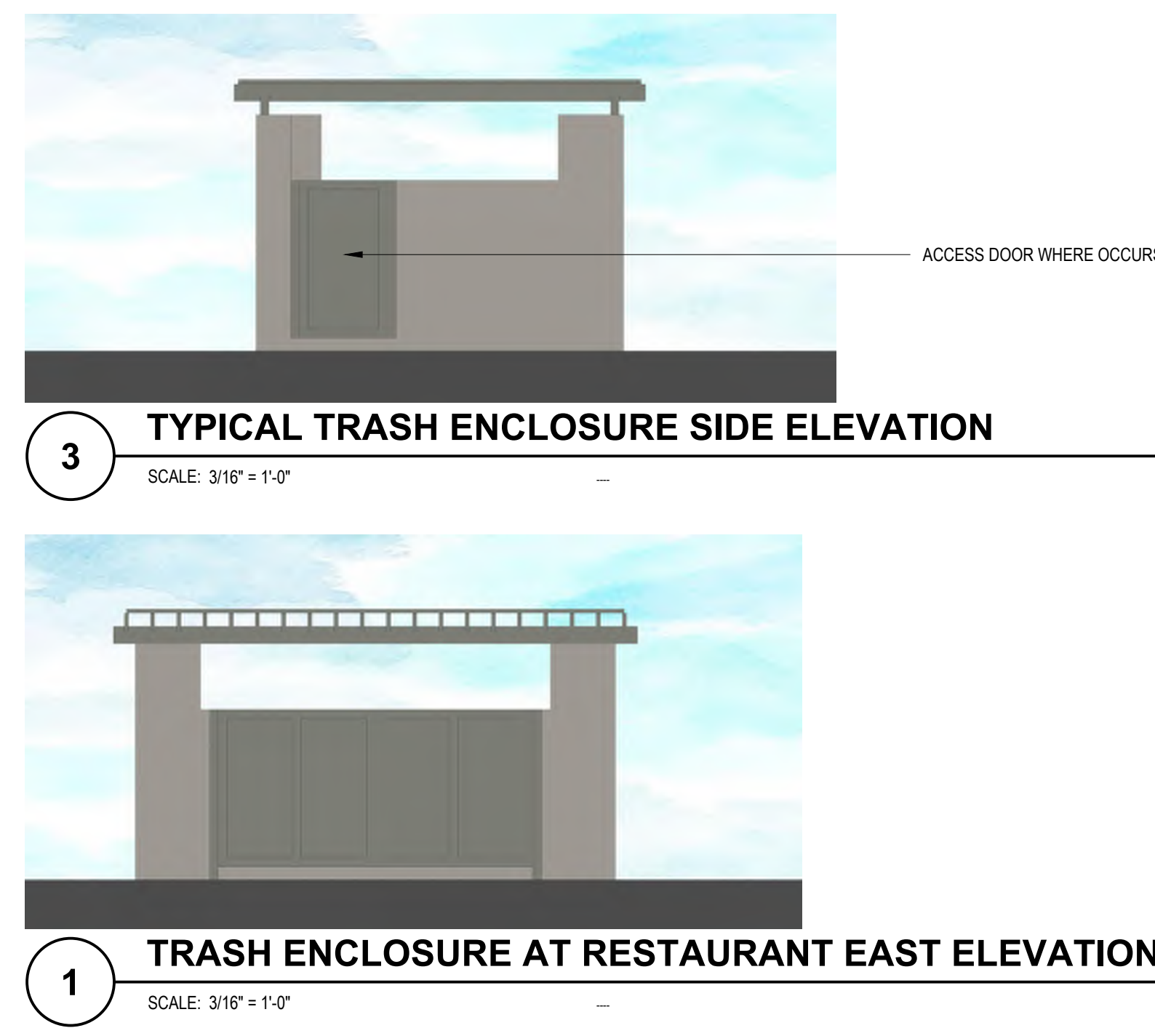
ENLARGED PROPOSED PROMONTORY

Sheet No./ Option No.
SP3a



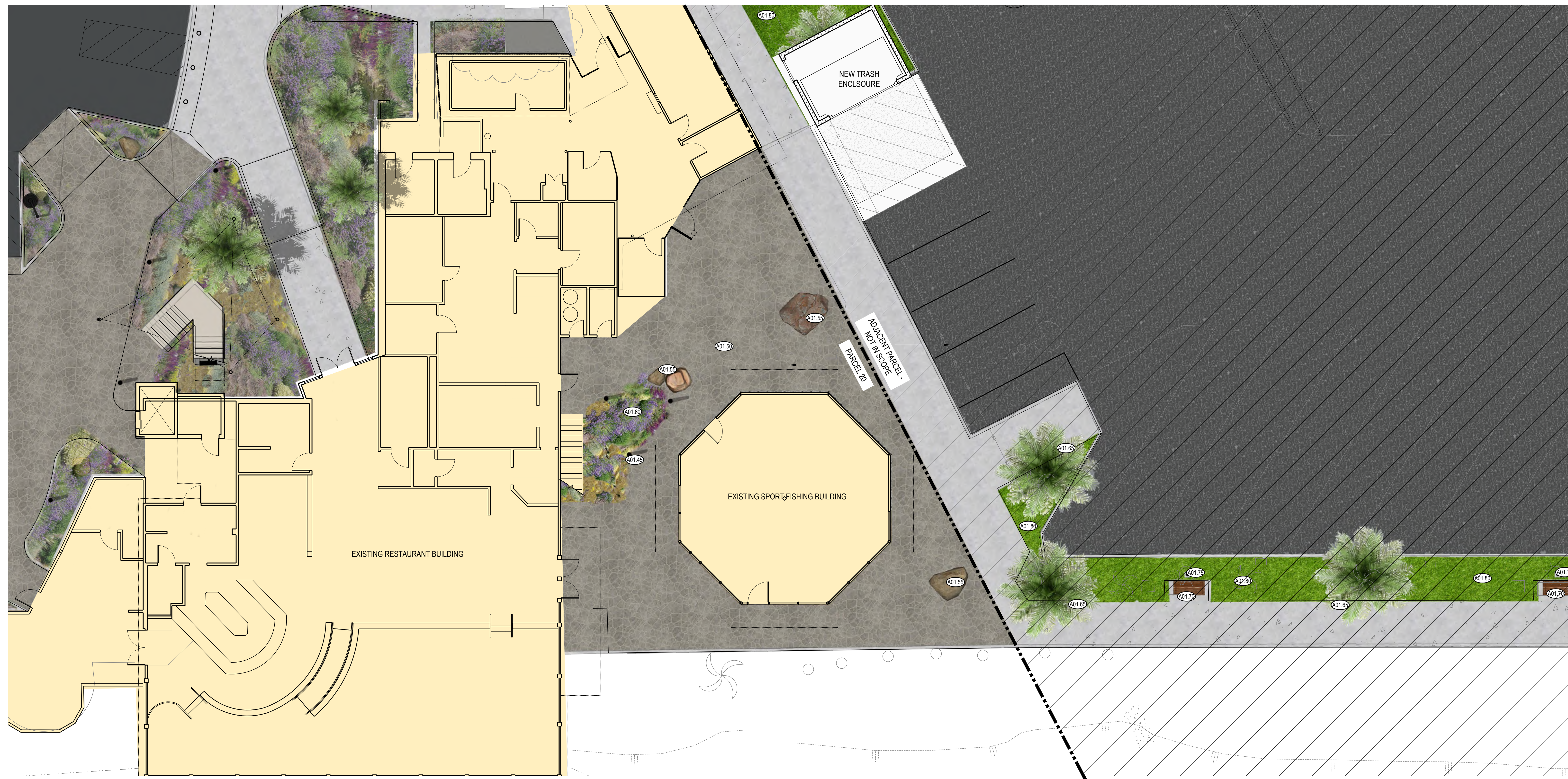
PLANS AND ELEVATIONS ARE PER CITY GUIDELINES.

NEW TRASH ENCLOSURE PLAN AT EXISTING RESTAURANT BUILDING



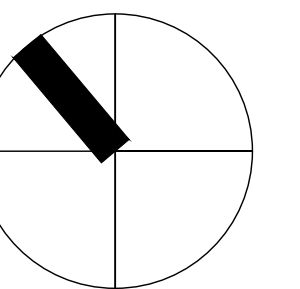
PLANS AND ELEVATIONS ARE PER CITY GUIDELINES.

NEW TRASH ENCLOSURE PLAN AT NEW MULTI STORY BUILDING

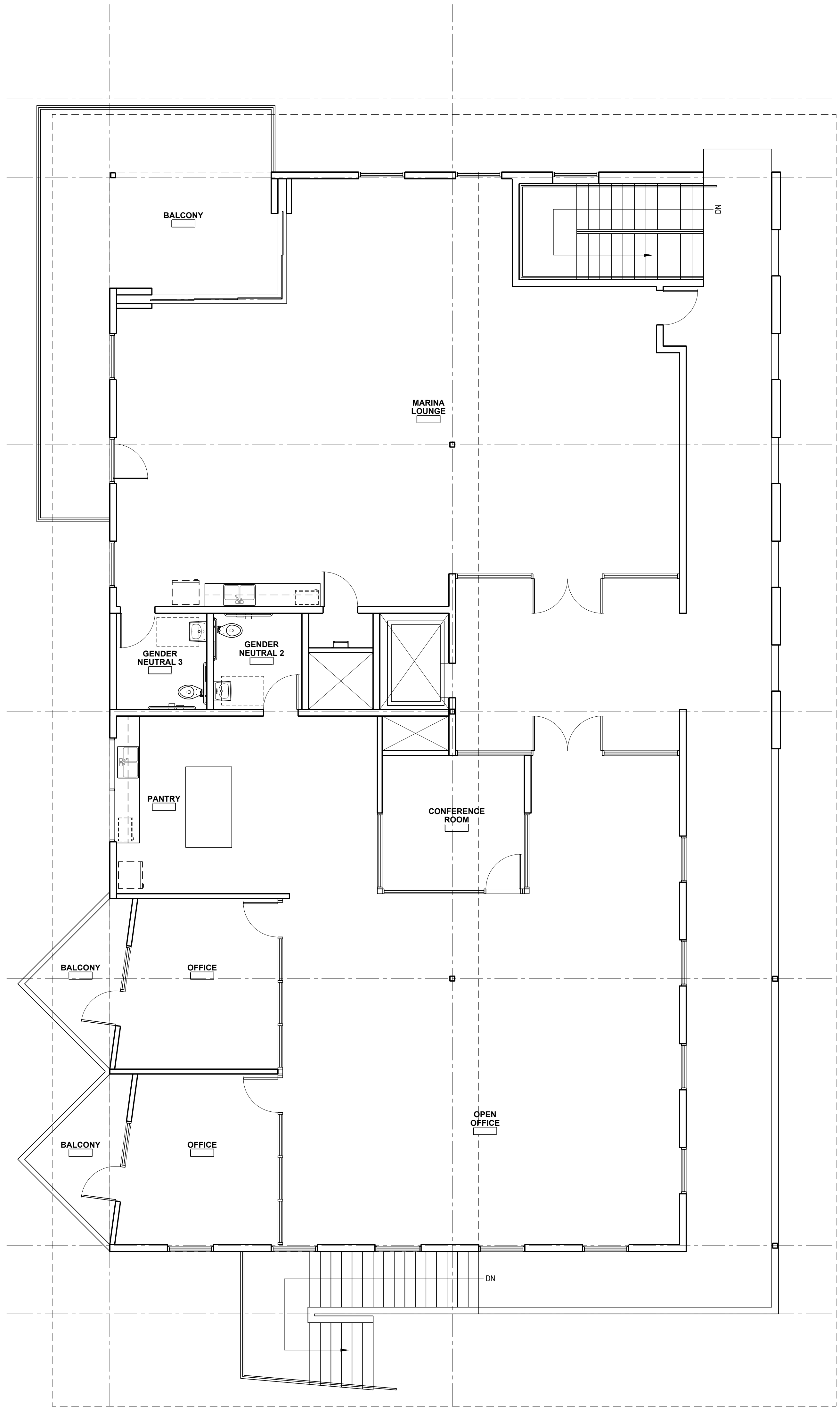


ENLARGED PROPOSED AREA AROUND THE SPORT FISHING BUILDING

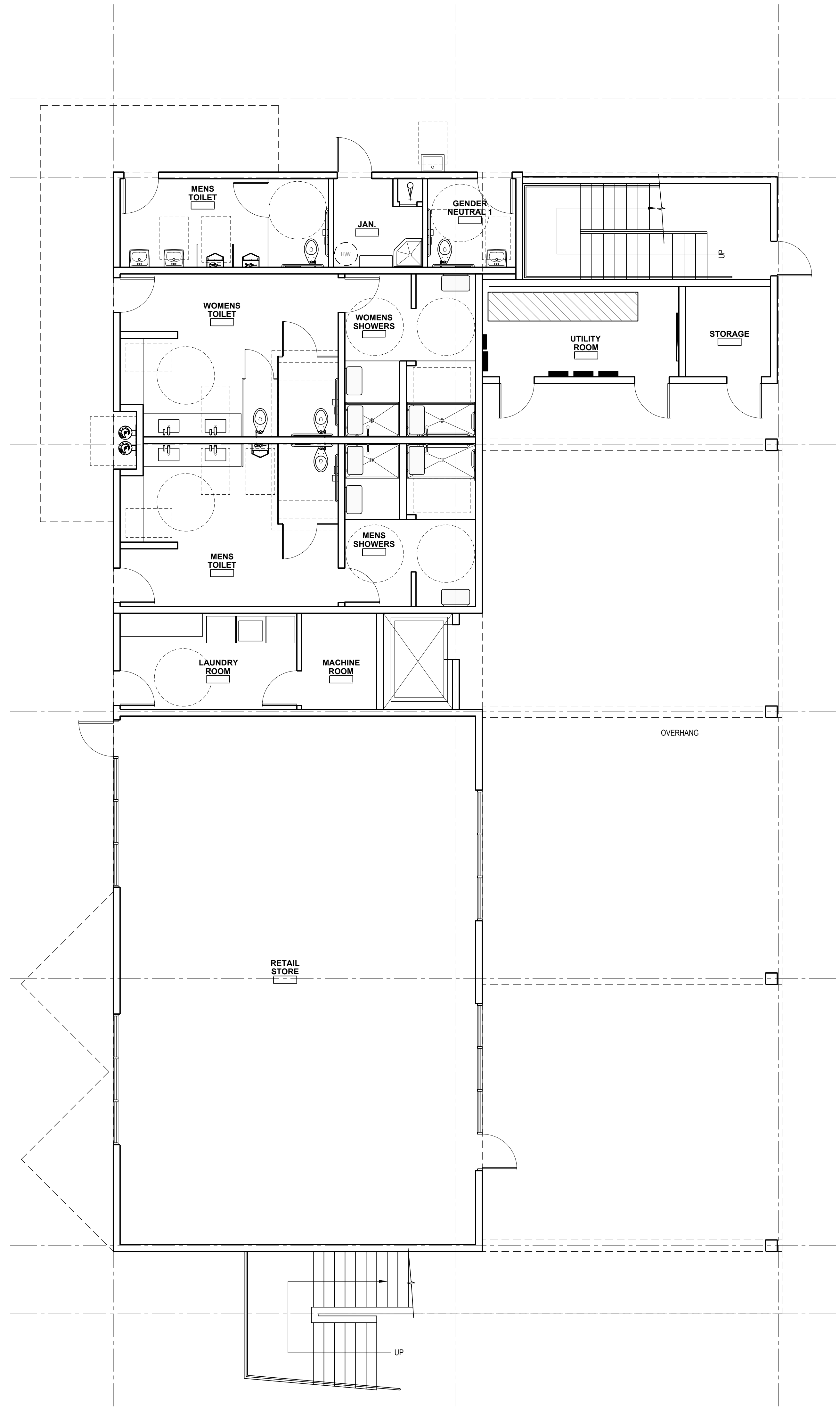
- KEYNOTES:
- A01.45 NEW BOLLARD LIGHTS - TYPICAL
 - A01.50 NEW DECORATIVE PAVING
 - A01.55 NEW BOULDERS - TYPICAL
 - A01.60 NEW DROUGHT TOLERANT PLANTING - TYPICAL
 - A01.65 EXISTING TREES - TYPICAL
 - A01.70 EXISTING BENCH - TYPICAL
 - A01.75 EXISTING LIGHT POLE - TYPICAL
 - A01.80 EXISTING LANDSCAPE AREA - TYPICAL



Sheet No./ Option No.
SP3b



2 PROPOSED BUILDING 2ND FLOOR 4,012 SF. - MINUS BALCONIES 6,027 SF. - INCLUDING BALCONIES AND WALKWAY
SCALE: 3/16" = 1'-0"

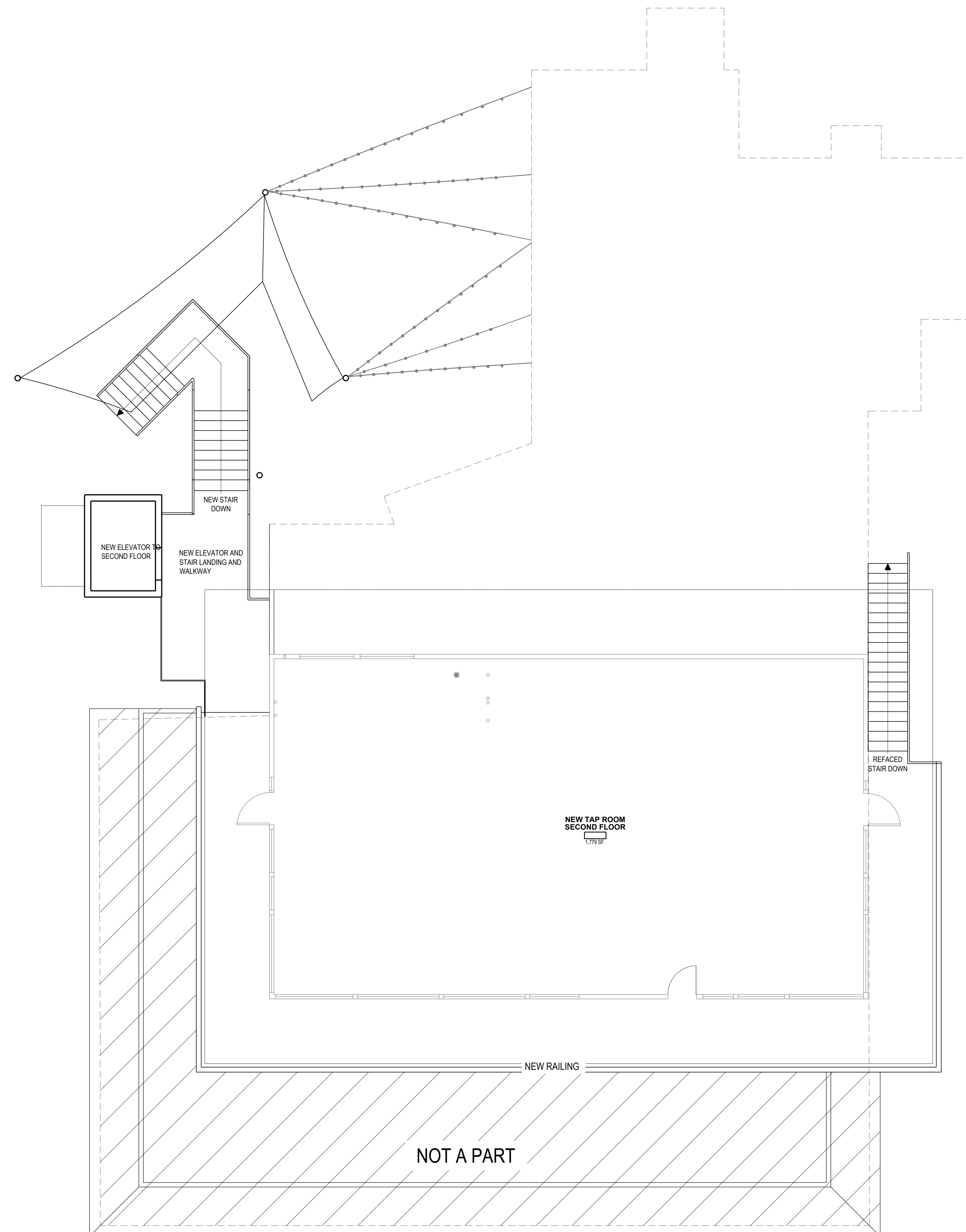


1 PROPOSED BUILDING 1ST FLOOR 3,423 SF.
SCALE: 3/16" = 1'-0"

NEW MIXED USE BUILDING - 7,436 SF. - MINUS BALCONIES AND EXTERIOR WALKWAY
GROSS AREA - 9,451 SF. - INCLUDING BALCONIES AND EXTERIOR WALKWAY

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Job No.: 21017-01
Scale: 3/16" = 1'-0"
Date: 03/17/2023

Sheet No./ Option No.
A1



2 2nd FLOOR - Tap Room
SCALE: ---

EXISTING RESTAURANT BUILDING - 2ND FLOOR

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Date: 03/17/2023

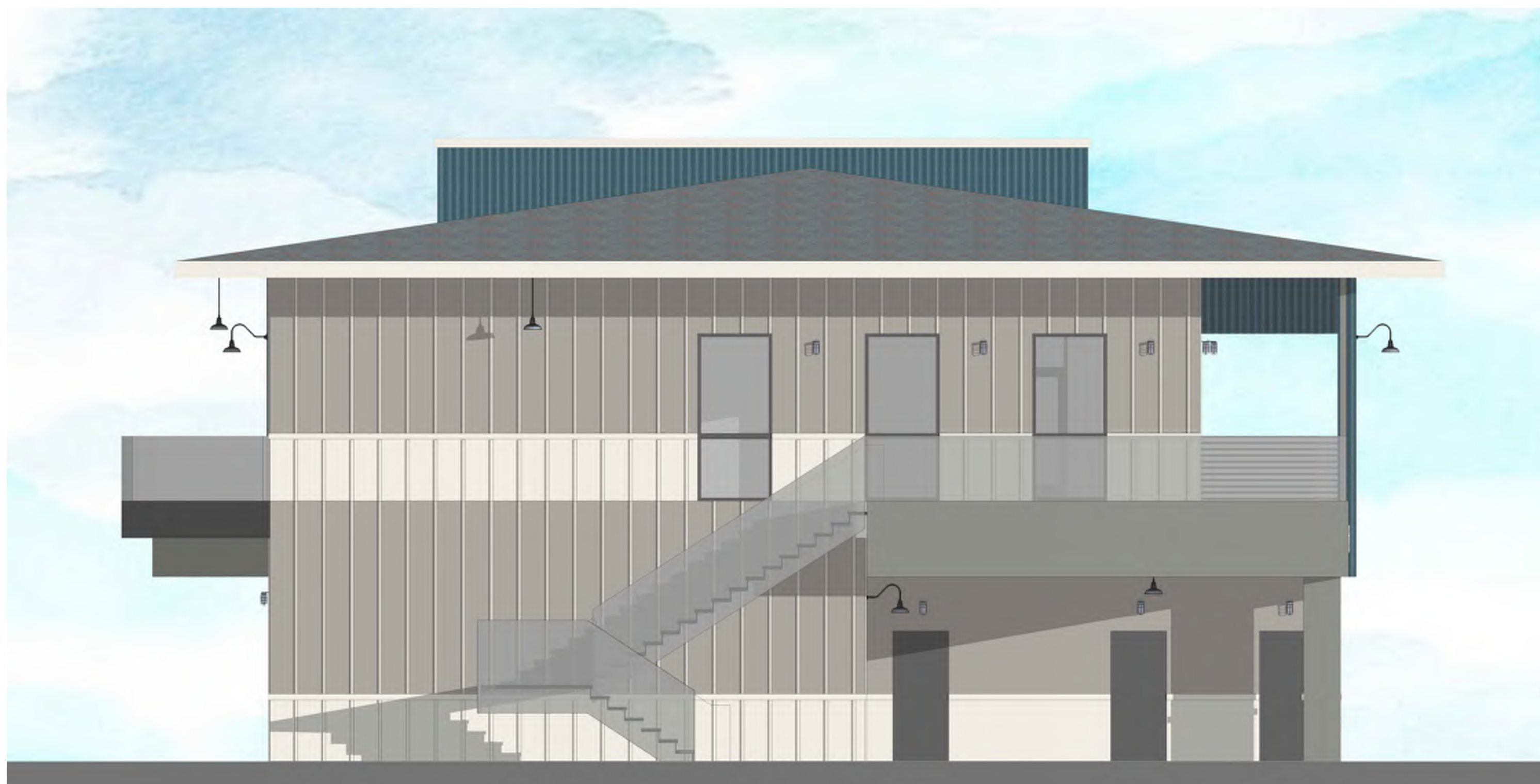
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A3



4 EAST ELEVATION
SCALE: 3/16" = 1'-0"



3 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



2 WEST ELEVATION
SCALE: 3/16" = 1'-0"



1 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"

	METAL SIDING: PAINTED SHERWIN WILLIAMS BUNGLEHOUSE BLUE		METAL COLUMNS, TRIMS, METAL DOORS AND SMOOTH PLASTER FINISH: PAINTED SHERWIN WILLIAMS ATTITUDE GRAY		BOARD AND BATTEN: PAINTED SHERWIN WILLIAMS USEFUL GRAY		BOARD AND BATTEN: PAINTED SHERWIN WILLIAMS GREEK VILLA		TRIM: PAINTED SHERWIN WILLIAMS GREEK VILLA		ARCADIA ALUMINUM STOREFRONT: ANODIZED: DARK BRONZE		GLASS HANDRAIL: TEMPERED		SMOOTH PLASTER FINISH: PAINTED SHERWIN WILLIAMS ACIER		SMOOTH PLASTER FINISH: PAINTED SHERWIN WILLIAMS GREEK VILLA
--	---	--	---	--	--	--	--	--	--	--	--	--	--------------------------	--	--	--	--

PROPOSED MIXED USE

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Scale: NOTED
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E1



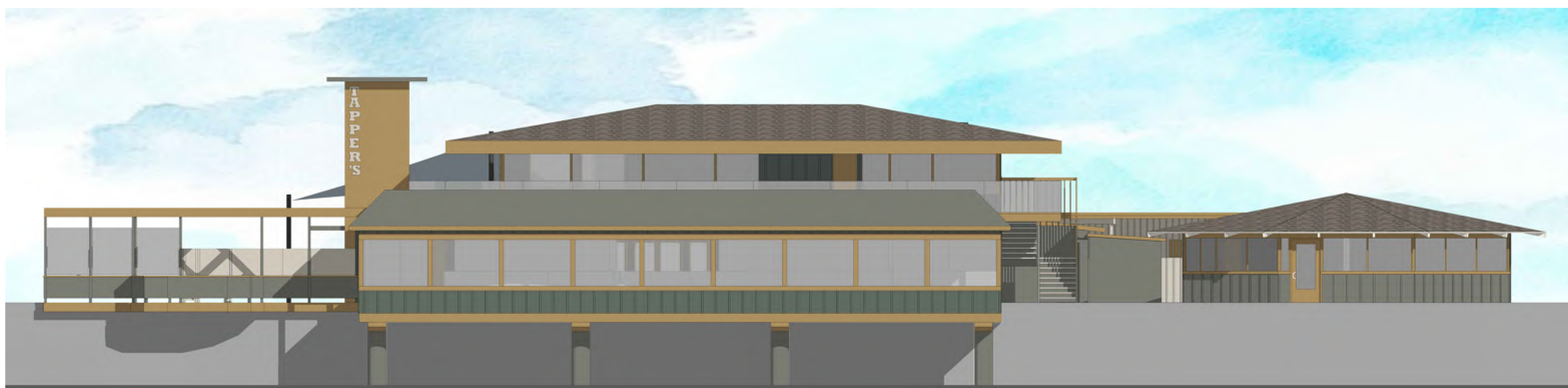
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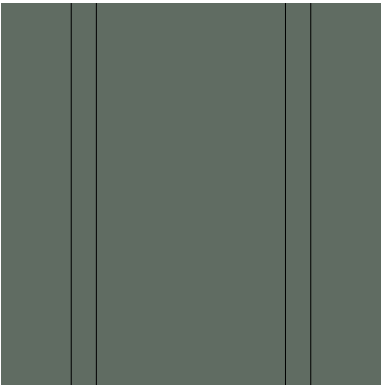
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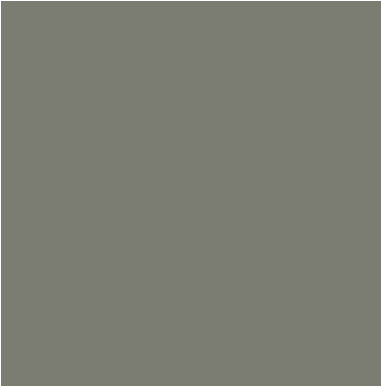


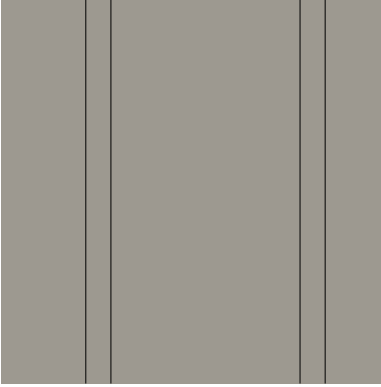
2 WEST ELEVATION
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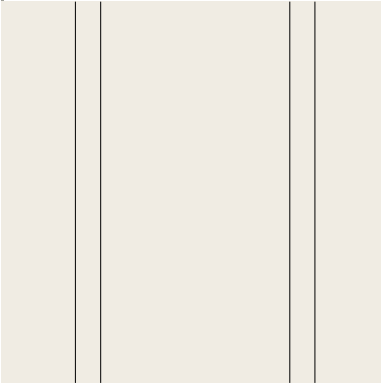



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"


- 

EXISTING BOARD AND BATTEN:
PAINTED
SHERWIN WILLIAMS
SUCCULENT
- 

METAL COLUMNS, TRIMS, METAL
DOORS AND SMOOTH PLASTER
FINISH: PAINTED
SHERWIN WILLIAMS
ATTITUDE GRAY
- 

EXISTING BOARD AND BATTEN:
PAINTED
SHERWIN WILLIAMS
USEFUL GRAY
- 

EXISTING BOARD AND BATTEN:
PAINTED
SHERWIN WILLIAMS
GREEK VILLA
- 

STUCCO TOWER AND TRIM:
PAINTED
SHERWIN WILLIAMS
PERISTYLE BRASS
- 

GLASS HANDRAIL: TEMPERED

EXISTING RESTAURANT BUILDING

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Scale: NOTED
Date: 03/17/2023

Sheet No./ Option No.
E2



4 EAST ELEVATION
SCALE: 1/8" = 1'-0"



3 NORTH ELEVATION
SCALE: 1/8" = 1'-0"

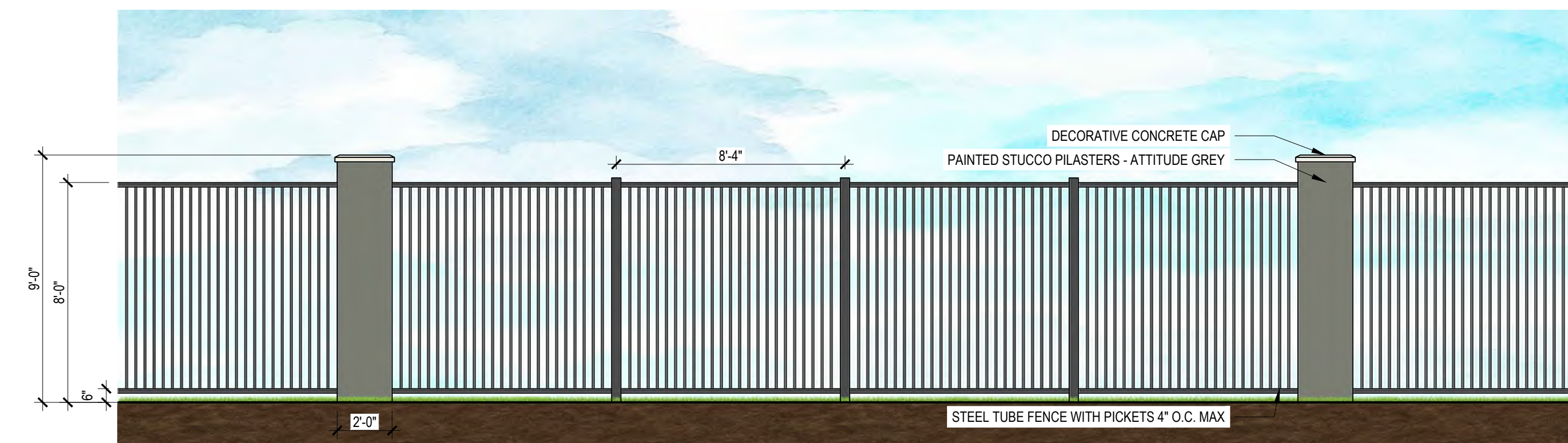


2 WEST ELEVATION
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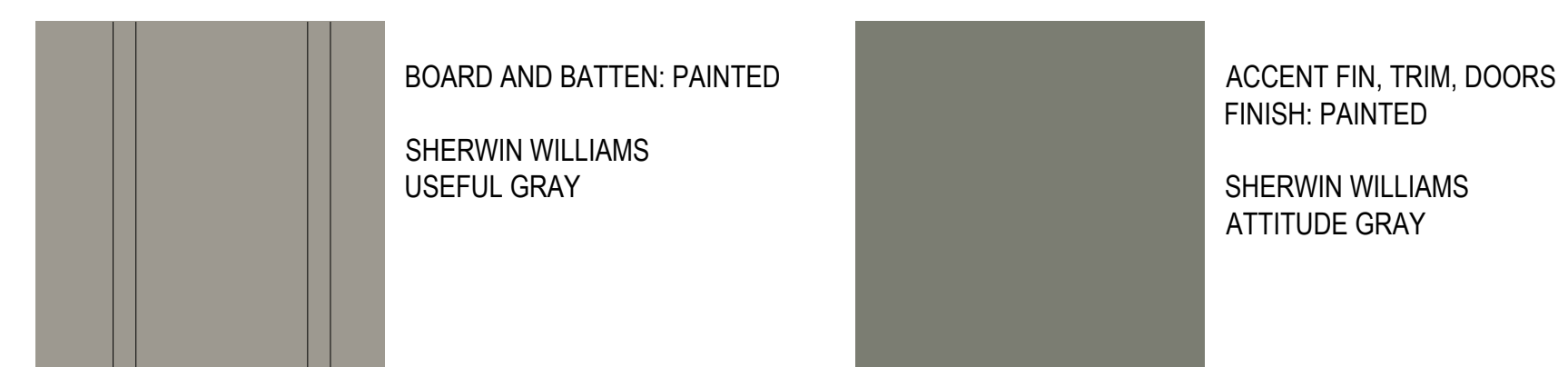


1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"

EXISTING REPAIR BUILDING

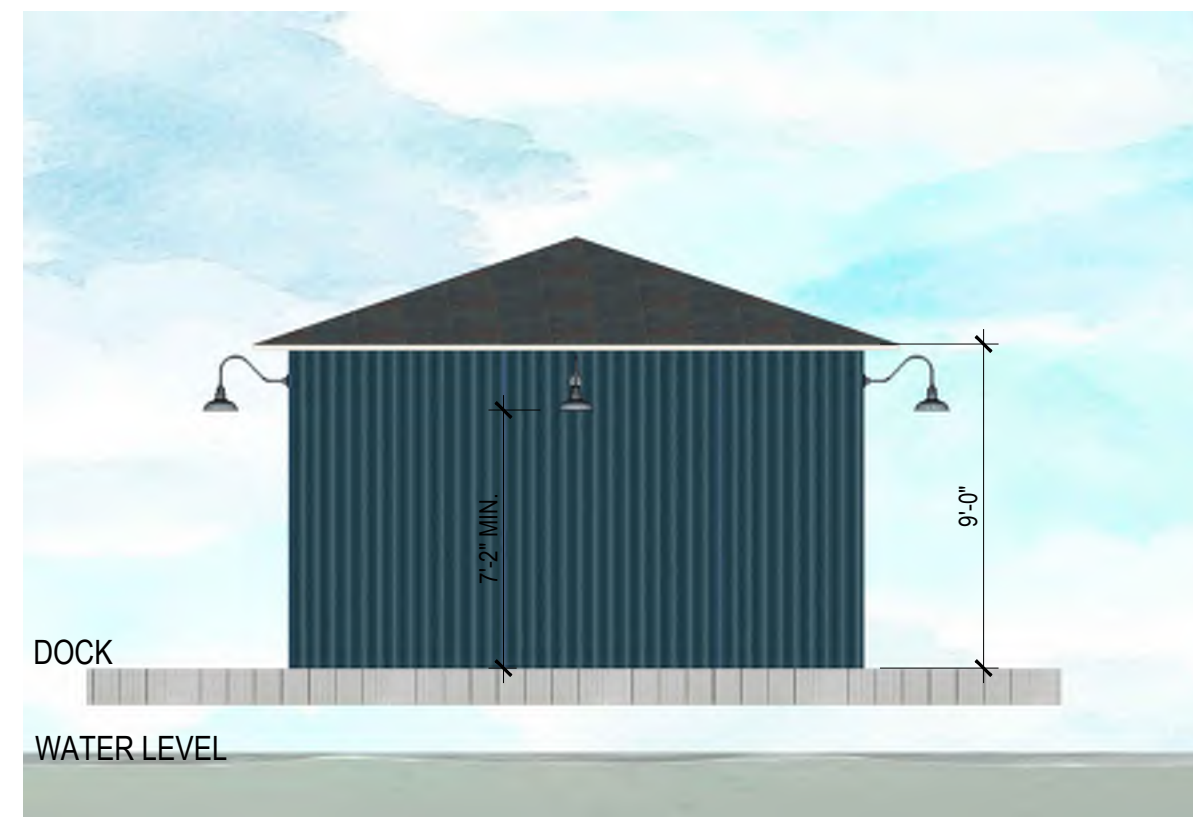


5 TYPICAL FENCE ELEVATION
SCALE: 1/4" = 1'-0"



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Date: 03/17/2023

Sheet No./ Option No.
E3



9 EAST ELEVATION
SCALE: 3/16" = 1'-0"



10 WEST ELEVATION
SCALE: 3/16" = 1'-0"



11 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



12 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



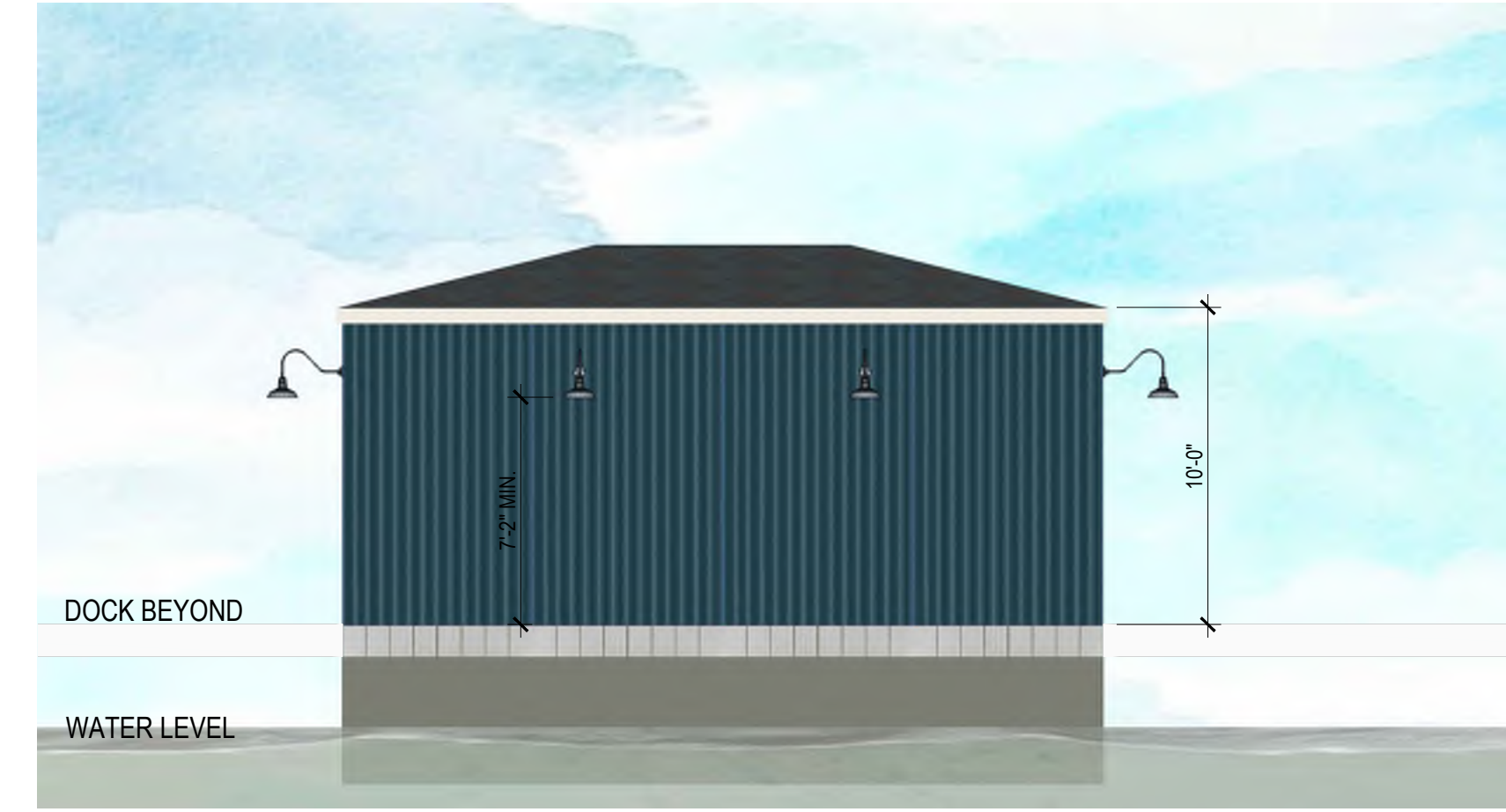
5 SOUTH ELEVATION
SCALE: 3/16" = 1'-0"



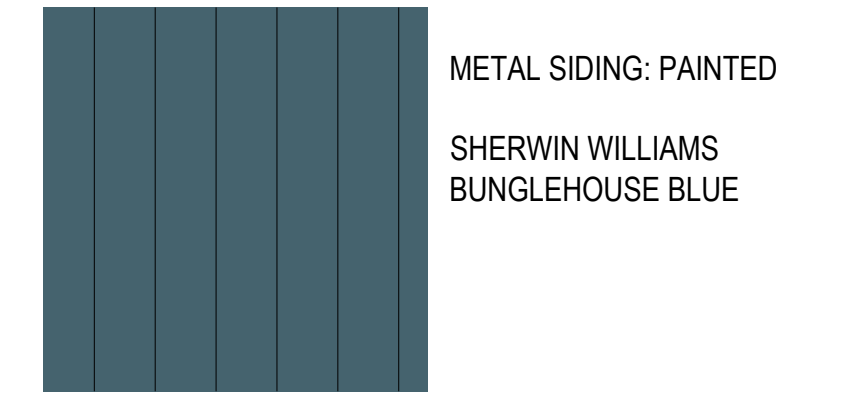
6 NORTH ELEVATION
SCALE: 3/16" = 1'-0"



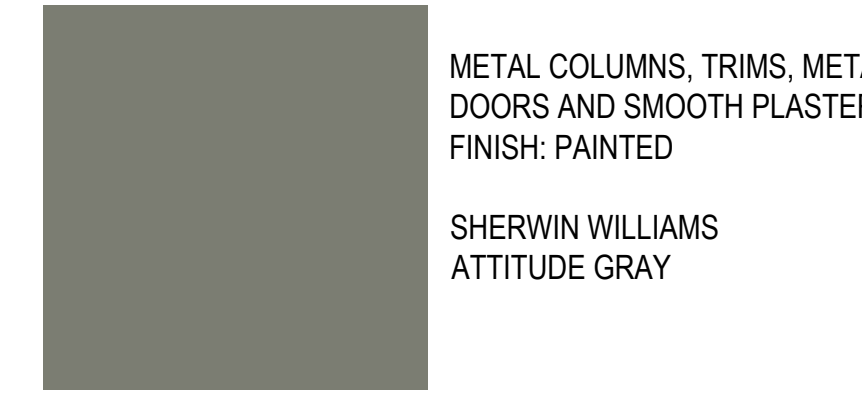
7 EAST ELEVATION
SCALE: 3/16" = 1'-0"



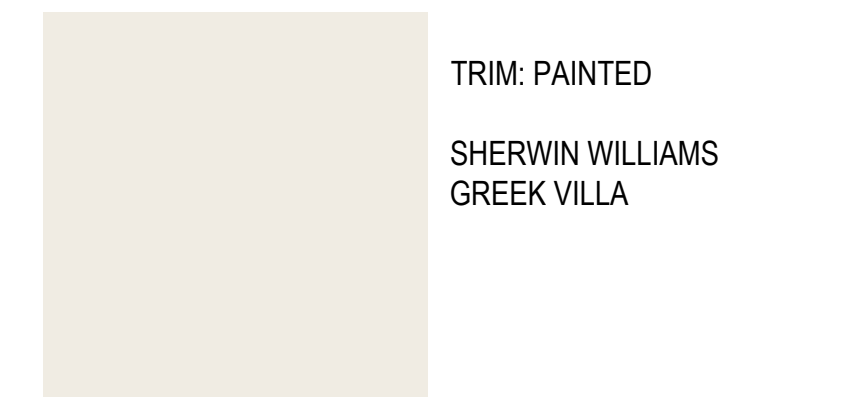
8 WEST ELEVATION
SCALE: 3/16" = 1'-0"



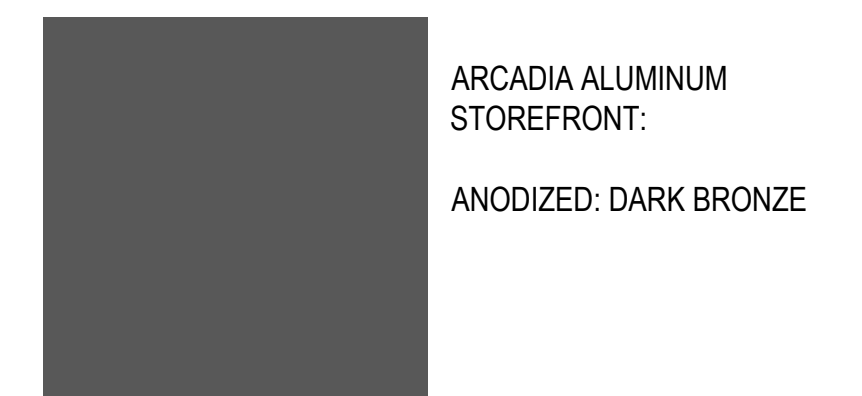
METAL SIDING: PAINTED
SHERWIN WILLIAMS
BUNGLEHOUSE BLUE



METAL COLUMNS, TRIMS, METAL
DOORS AND SMOOTH PLASTER
FINISH: PAINTED
SHERWIN WILLIAMS
ATTITUDE GRAY



TRIM: PAINTED
SHERWIN WILLIAMS
GREEK VILLA



ARCADIA ALUMINUM
STOREFRONT:
ANODIZED: DARK BRONZE



3 EAST ELEVATION
SCALE: 1/8" = 1'-0"



4 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

NEW STACK STORAGE

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E4



VIEW FROM MAIN DRIVE ENTRY

Job No.: 21017-01
 Scale: N.T.S.
 Date: 03/17/2023

Sheet No./ Option No.
P1



VIEW FROM PROMENADE WALKWAY

Job No.: 21017-01
 Scale: N.T.S.
 Date: 03/17/2023

Sheet No./ Option No.
P2



ARIEL VIEW OF PROPOSED MARINA

Job No.: 21017-01
Scale: N.T.S.
Date: 03/17/2023

Sheet No./ Option No.
P3

Appendix B

2015 Adopted IS-MND

Ventura Port District

Ventura Harbor Marina and Yacht Yard Expansion

Final
**Initial Study –
Mitigated Negative
Declaration**



October 2015

Ventura Harbor Marina and Yacht Yard Expansion

Final Initial Study – Mitigated Negative Declaration

Prepared by:

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001

Prepared with the assistance of:

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

October 2015

This report is printed on 50% recycled paper.

Table of Contents

	Page
Initial Study.....	1
1. Project Title.....	1
2. Lead Agency Name and Address	1
3. Contact Person and Phone Number	1
4. Project Location	1
5. Project Sponsor’s Name and Address	1
6. General Plan Designation.....	1
7. Zoning.....	1
8. Description of Project.....	1
9. Surrounding Land Uses and Setting.....	3
10. Other Public Agencies Whose Approval is Required	4
Environmental Factors Potentially Affected.....	14
Determination	15
Environmental Checklist	16
I. Aesthetics	16
II. Agriculture and Forest Resources.....	18
III. Air Quality	20
IV. Biological Resources	23
V. Cultural Resources	38
VI. Geology and Soils.....	39
VII. Greenhouse Gas Emissions.....	42
VIII. Hazards and Hazardous Materials.....	46
IX. Hydrology and Water Quality	49
X. Land Use and Planning	55
XI. Mineral Resources.....	58
XII. Noise	58
XIII. Population and Housing	64
XIV. Public Services	66
XV. Recreation.....	68
XVI. Transportation/Traffic	69
XVII. Utilities and Service Systems.....	73
XVIII. Mandatory Findings of Significance.....	78
References.....	80
Bibliography.....	80

List of Figures

Figure 1 Regional Location.....	5
Figure 2 Project Site Location.....	6
Figure 3 Proposed Structures to be Removed.....	7
Figure 4 Proposed New Site Plan	8
Figure 5 Site Plan with Existing Parking - 106 Parking Spaces	9
Figure 6 Site Plan Alternative One - 111 Parking Spaces	10



Figure 7	Site Plan Alternative Two - 123 Parking Spaces.....	11
Figure 8	Ventura Harbor Minimum Entrance Channel Plan.....	12
Figure 9	Site Photos	13
Figure 10	CNDDDB Occurrences within One Mile	26

List of Tables

Table 1	Project Construction Emissions.....	21
Table 2	Operational Emissions.....	22
Table 3	Species and Habitats tracked by the CNDDDB Within Five Miles of Project Site.....	27
Table 4	Annual Greenhouse Gas Emissions.....	44
Table 5	Noise Zone Exterior Noise Limits.....	61
Table 6	Vibration Levels for Construction Equipment.....	62
Table 7	Typical Noise Levels at Construction Sites.....	63
Table 8	Project Trip Generation.....	70
Table 9	Project Trip Generation.....	71
Table 10	Existing + Project AM and PM Peak Hour Levels of Service.....	71
Table 11	Cumulative + Project AM and PM Peak Hour Levels of Service	72

Appendices

Appendix A	Air Quality Modeling Results
Appendix B	Greenhouse Gas Modeling Results
Appendix C	Traffic Impact Analysis
Appendix D	Ventura Harbor Marina & Yacht Yard Clean Marina Plan
Appendix E	Responses to Comments on the Draft IS-MND
Appendix F	Mitigation Monitoring and Reporting Program



INITIAL STUDY

1. **Project Title:** Ventura Harbor Marina and Yacht Yard Expansion
2. **Lead Agency Name and Address:** Ventura Port District
1603 Anchors Way
Ventura, CA 93001
3. **Contact Person and Phone Number:** Oscar Peña
(805) 642-8538
4. **Project Location:** The project site is located at approximately 1644 Anchors Way Drive in the City of Ventura, Ventura County, California, within the Ventura Harbor (Parcel 20 of the Ventura Harbor). Figure 1 shows the regional location. Figure 2 shows the project site location.
5. **Project Sponsor's Name and Address:** Ventura Harbor Marine Associates LLC
1644 Anchors Way Drive
Ventura, CA 93001
6. **General Plan Designation:** Commerce
7. **Zoning:** Harbor Commercial (HC)

8. Description of Project:

The proposed project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard (VHMY) to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. Figure 3 shows the proposed structures to be removed, Figure 4 shows the proposed new site plan, and figures 5, 6, and 7 show the current and possible future parking lot layouts. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission in June 2014 (see Figure 8).

The fuel dock would also be improved. Improvements to the fuel dock would include:

- Improvements to feeder lines and new digital fuel pumps, which would provide a higher pump capacity
- Extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips
- Spill resistant nozzles built to current code requirements
- Easy access kill switches
- New gauges and a stable, new docking area



Other proposed improvements would include:

- Develop an Americans with Disabilities Act (ADA) compliant ramp on the promenade walkway which would span the distance of the marina and connect to adjacent public walkways.
- Provide new restroom/shower facilities in addition to existing facilities. The new facilities would be located in the parking lot in the northwest corner of the project site, near the new ADA ramp. Currently, the project site has facilities with two toilets and showers. The proposed project would involve adding another facility with two toilets and two showers and a facility with two toilets and one shower.
- Increase the number of bait receivers from three fixed units to five new units. Three of the five new units would be free-standing and designed to be relocated when needed. Two would be semi free-standing.
- Provide transient dockage in excess of 60 feet on the western walkway.
- Expand private boater slips, including some doublewide slips to potentially provide dockage for multi-hull vessels.
- Overhaul and expand the haul and launch facilities for boaters. Improvements include filling holes in the cement pier to improve safety and extending the pier by 10 feet in order to hoist larger boats.
- Increase capacity for larger and transient boat electrical power hookups to provide 100 AMP connections.
- Raise piling heights an additional five feet over the existing height for better potential tsunami protection (from 12 feet above mean lower low water [MMLW] to 17 feet above MMLW).
- Install keyless card system for docks and the facilities to provide better safety and security.
- Reconfigure and re-pave the existing parking lot adjacent to the marina to accommodate an additional 5-17 parking spaces. This would bring overall onsite parking to 111-123 spaces. This component of the project would require removal of several mature palm trees and other landscape elements.
- Upgrade existing on-site storm drain inlets with sand filters to reduce trash and debris from entering harbor water.
- Upgrade an existing three-inch diameter water pipe on the dock to six inches to comply with current Code requirements.

Material to be removed as part of the demolition would include approximately:

- 20,320 cubic feet of cement
- 20,320 cubic feet of wood
- 83 wood pilings
- 20 12" x 12' beams
- 40 4" x 20' cross beams

The Ventura Harbor Marina and Yacht Yard currently has 120 day sail/dry storage slips. The number of slips would not change with the proposed project. The proposed project may generate a minor increase in boating activity as the number of slips would increase. However, the amount of increase cannot be predicted at this time. The number of boats fueled at the



existing fuel dock can range from about 2 to 6 Monday through Thursday and 15 to 30 on weekends. Use of the fuel pumps may incrementally increase with the proposed project due to the increase the number of boat slips. However, the amount of increase cannot be predicted at this time and would be minimal relative to the overall number of boats that use the fuel pumps (there are currently about 1,500 total boat slips in Ventura Harbor so the 40 new slips would represent an overall increase of less than 3%). In addition, the relocation of the fuel dock would allow some commercial boats to be fueled in their slips which would decrease activity to and from the fuel pumps. Relocation of the fuel dock would also allow easier navigation to the dock as prevailing winds would help guide boats to the dock.

Construction of the new dock would occur in two phases. Phase 1 would involve replacing the east side of the dock structure. During this phase, boats would be moved to the other side of the docks. During Phase 2, the opposite would occur: the west side of the docks would be replaced and boats would be docked on the east side. Each phase of construction would take 4-6 months. Parking lot repaving and improvements would occur between phases 1 and 2 and is expected to take approximately four days. Visitors to the site during this time would be able to park in Port District parking areas during this time. Shuttle bus service may from parking areas to the site may be provided if there is demand for such a service.

The existing marina currently has seven residents who live on four docked boats (residents who live at the marina are called “liveaboards”). With the increase in the number of boat slips as a result of the proposed project, the number of liveaboards could increase. However, the exact number of future liveaboard residents with the proposed project is unknown at this time. In addition, the number of liveaboard residents is controlled by the marina operator. The number of allowed liveaboards is based on the number of available restroom facilities. Each toilet/shower can serve about five liveaboards (California Division of Boating and Waterways, 2005). Currently, the marina has two toilets and two showers; therefore, up to ten liveaboards are allowed. The proposed project would add up to four additional toilets and three additional showers; therefore, based on the three new showers, the number of liveaboards could increase by 15. For the purposes of this analysis, it is assumed that the proposed project could accommodate an additional 15 residents.

9. Surrounding Land Uses and Setting:

The project site is located in the northern portion of the Ventura Harbor in the City of Ventura. The Ventura Harbor is a 274-acre multiple use recreational and commercial fishing small craft harbor owned by the Ventura Port District (the “District”). The District’s current property holdings include approximately 152 acres of land and 122 acres of water area. Construction was completed and the Harbor commenced operations in 1963 (Ventura Port District website, accessed February 2015).

To the south of the project site are additional facilities and marinas within the Ventura Harbor. To the north across Anchors Way Drive are residential uses (Ventura Marina Mobile Home Park). Directly to the west of the project site is the Harbortown Point timeshare complex, which is a community of time share residences. Directly to the east of the project site are public boat launch ramps and an open field pending construction.



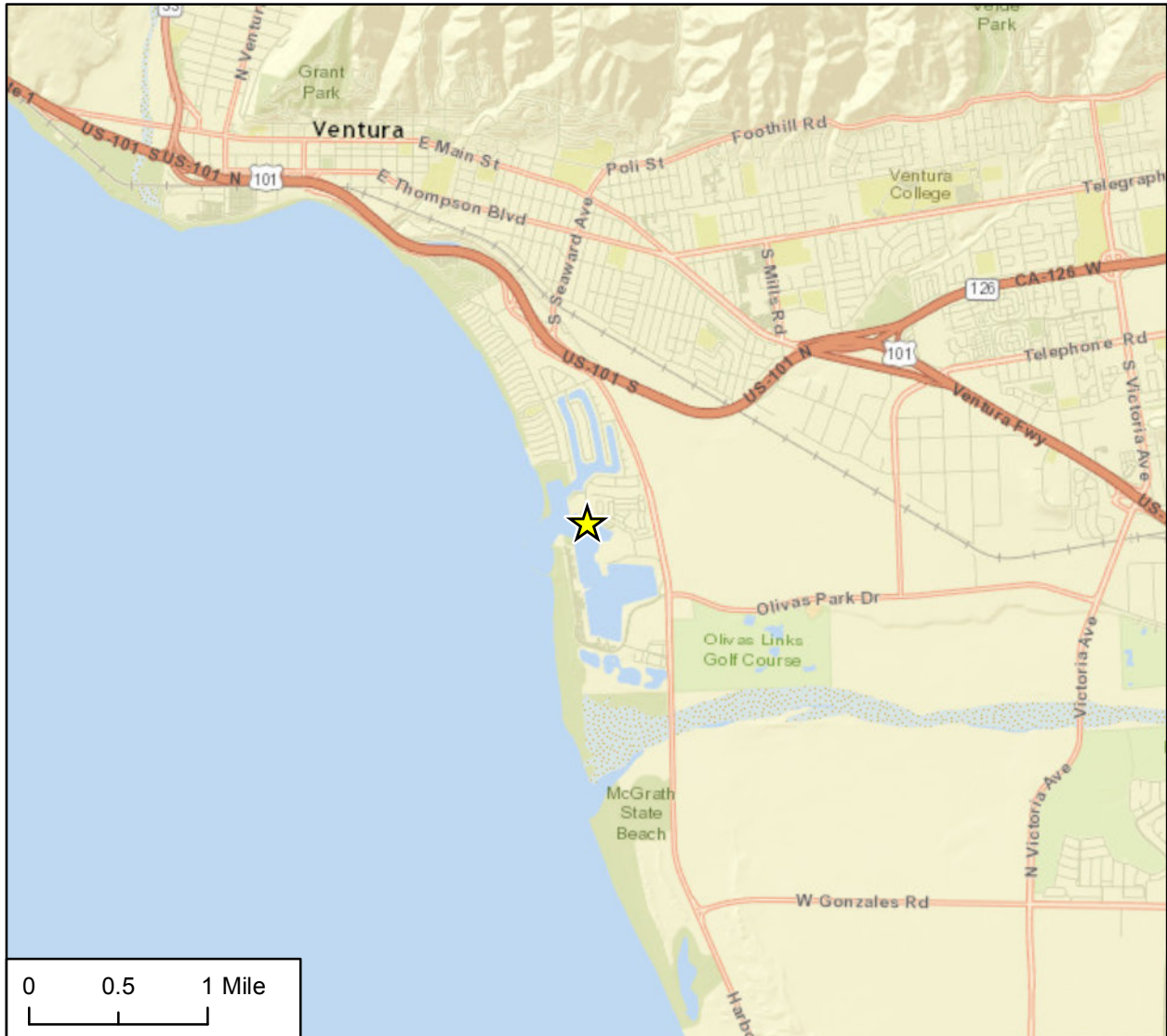
The project site (Parcel 20 of the Ventura Harbor) includes a restaurant (Rhumb Line – The Sunset Restaurant), a yacht yard, a small building that houses a sportfishing charter group, a real estate office and a fuel dock/convenience store. Figure 9 shows photos of the project site.

10. Other Public Agencies Whose Approval is Required:

The Ventura Port District would have approval authority over the proposed marina expansion. The following other public agencies approval would be required:

- California Coastal Commission (approval of a Coastal Development Permit)
- U.S. Army Corps of Engineers (permit under Section 10 of the U.S. Rivers and Harbors Act of 1899)
- Los Angeles Regional Water Quality Control Board (Clean Water Act Section 401 Certification)
- City of Ventura (landside improvements)





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★ Project Location



Regional Location

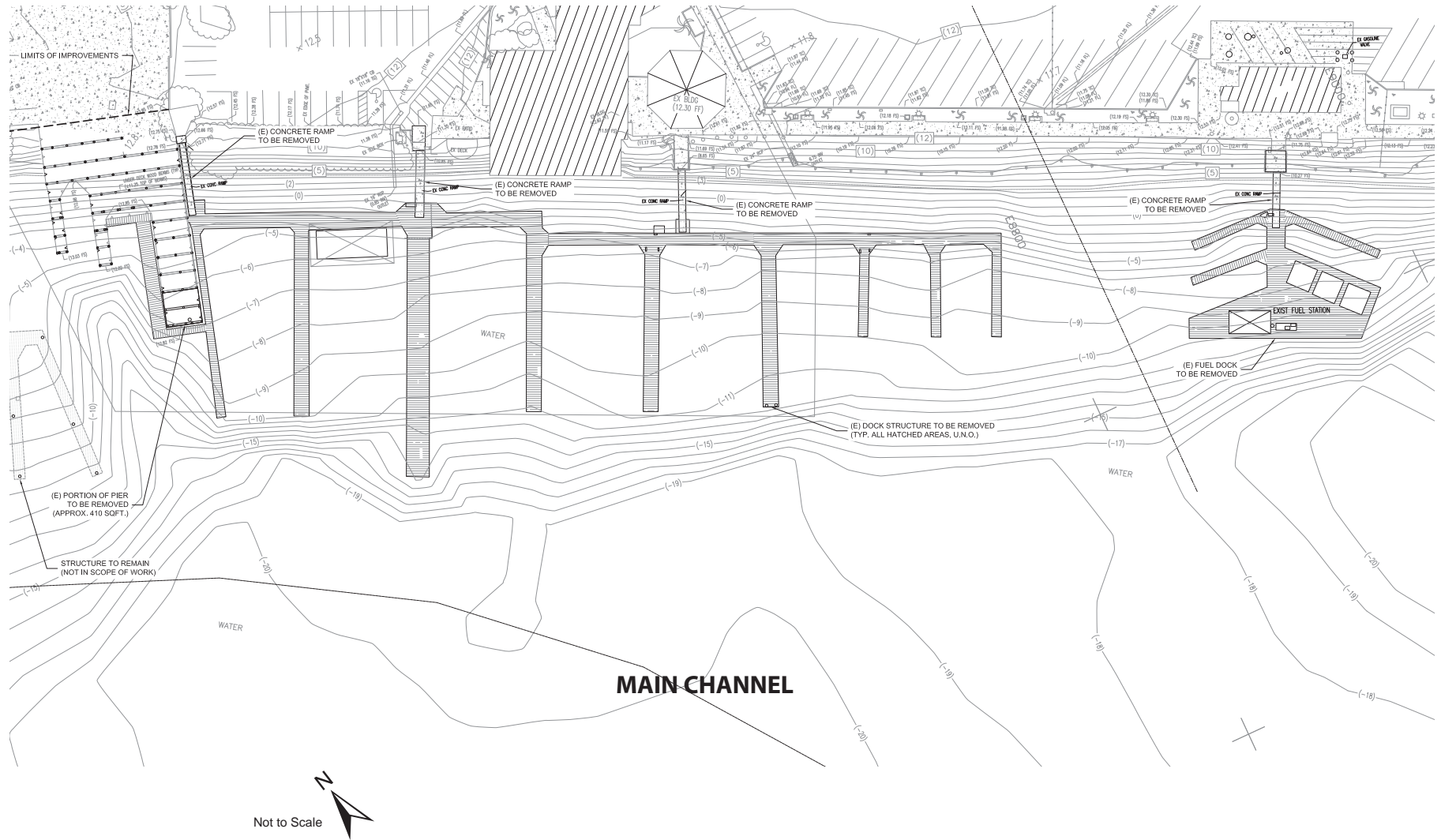
Figure 1



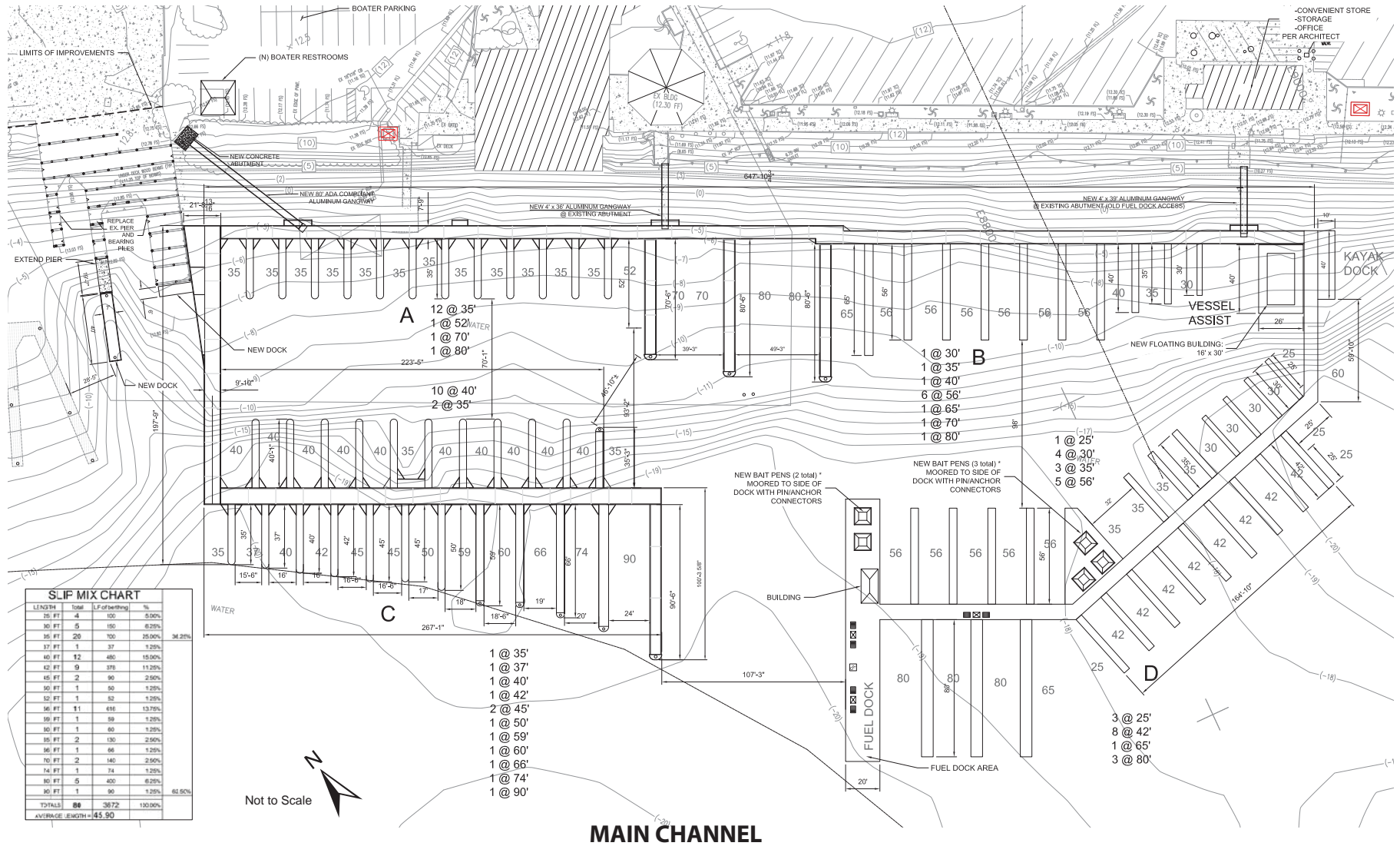
Imagery provided by Google and its licensors © 2015.

Project Site Location

Figure 2



Ventura Harbor Marina and Yacht Yard Expansion
Initial Study - Mitigated Negative Declaration



Source: Bellingham Marine Industries, Inc., January 19, 2015

Proposed New Site Plan

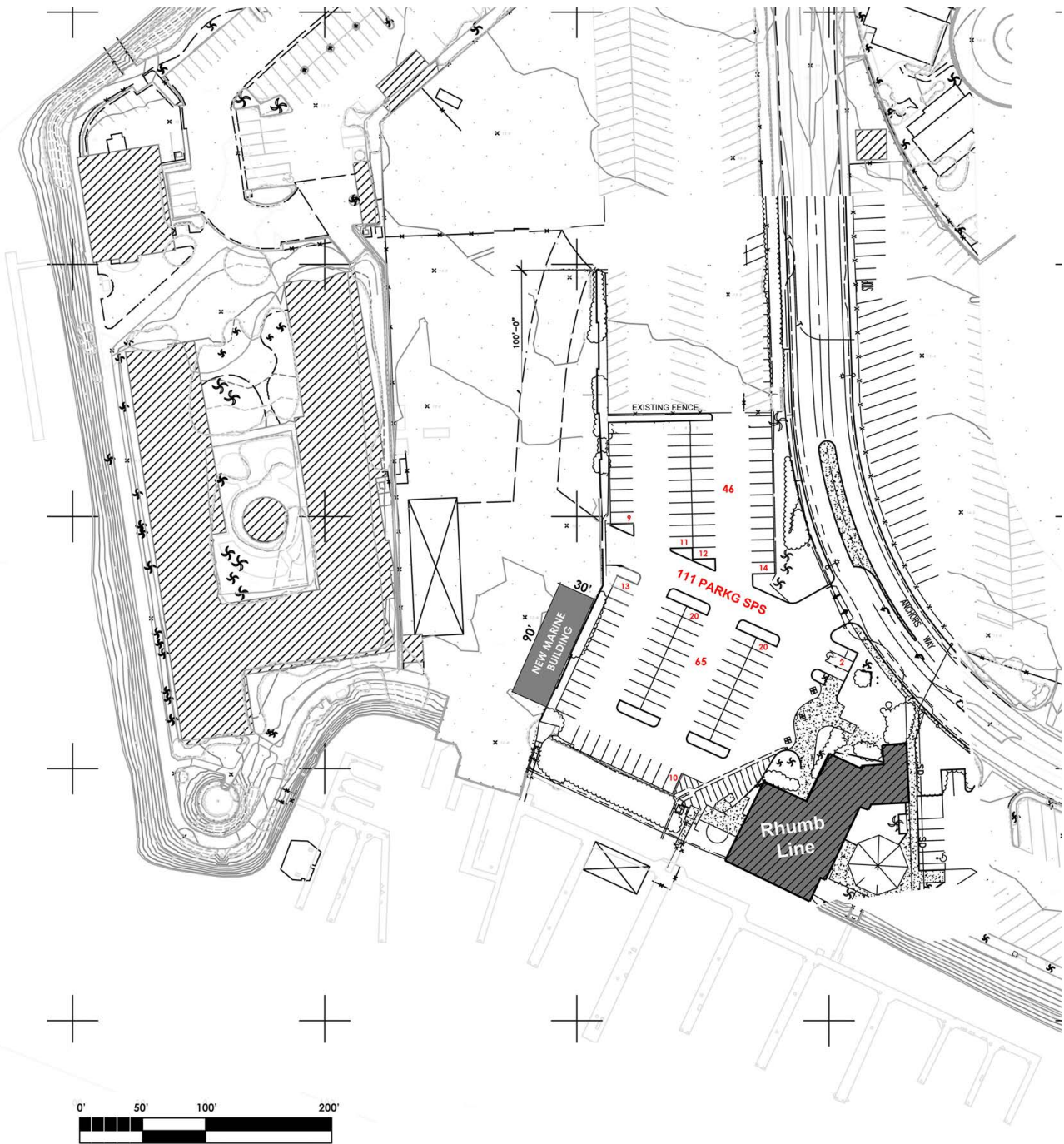
Figure 4

Ventura Port District



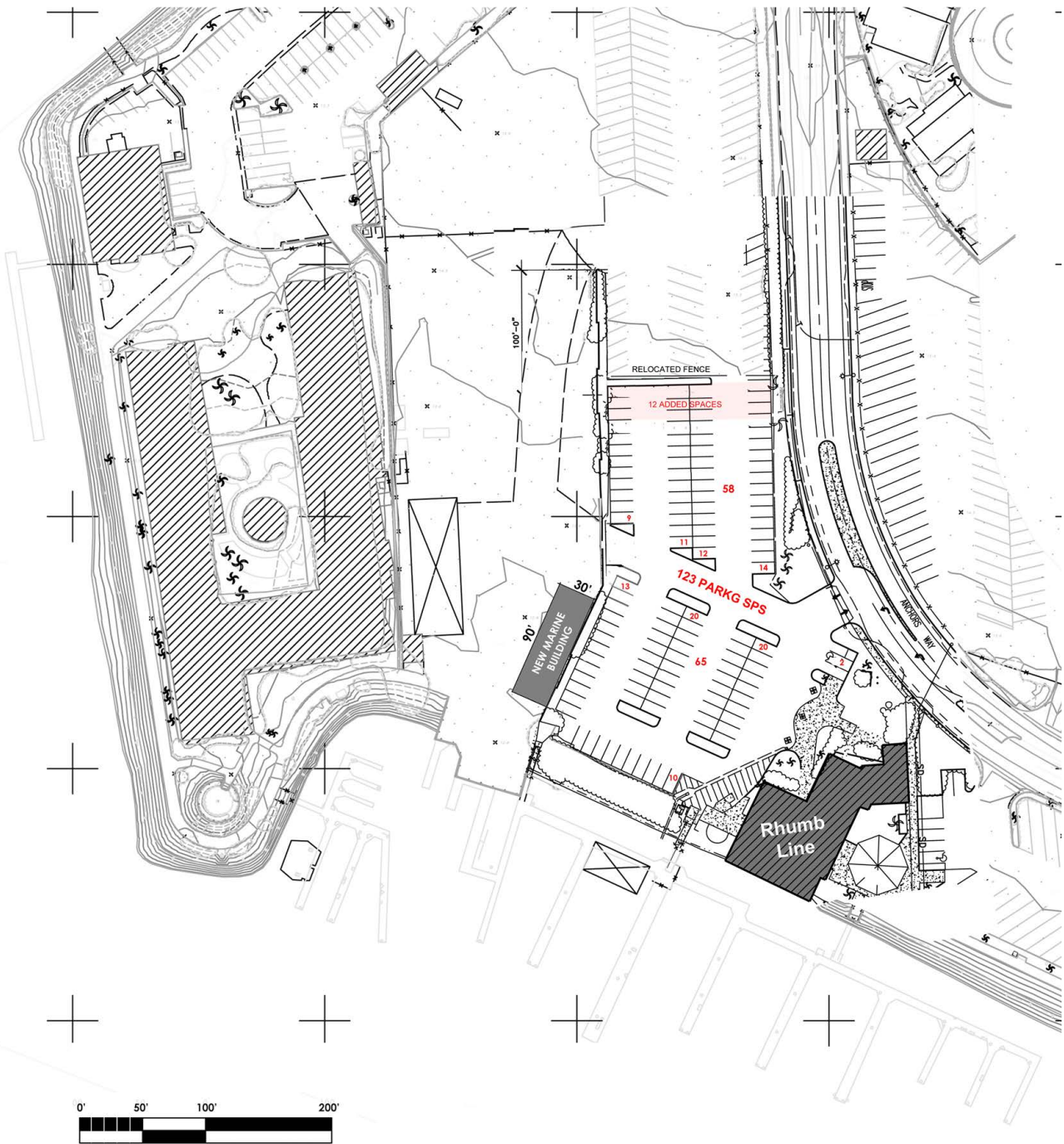
Site Plan with Existing Parking - 106 Parking Spaces

Figure 5



Site Plan Alternative One - 111 Parking Spaces

Figure 6



Site Plan Alternative Two - 123 Parking Spaces

Figure 7

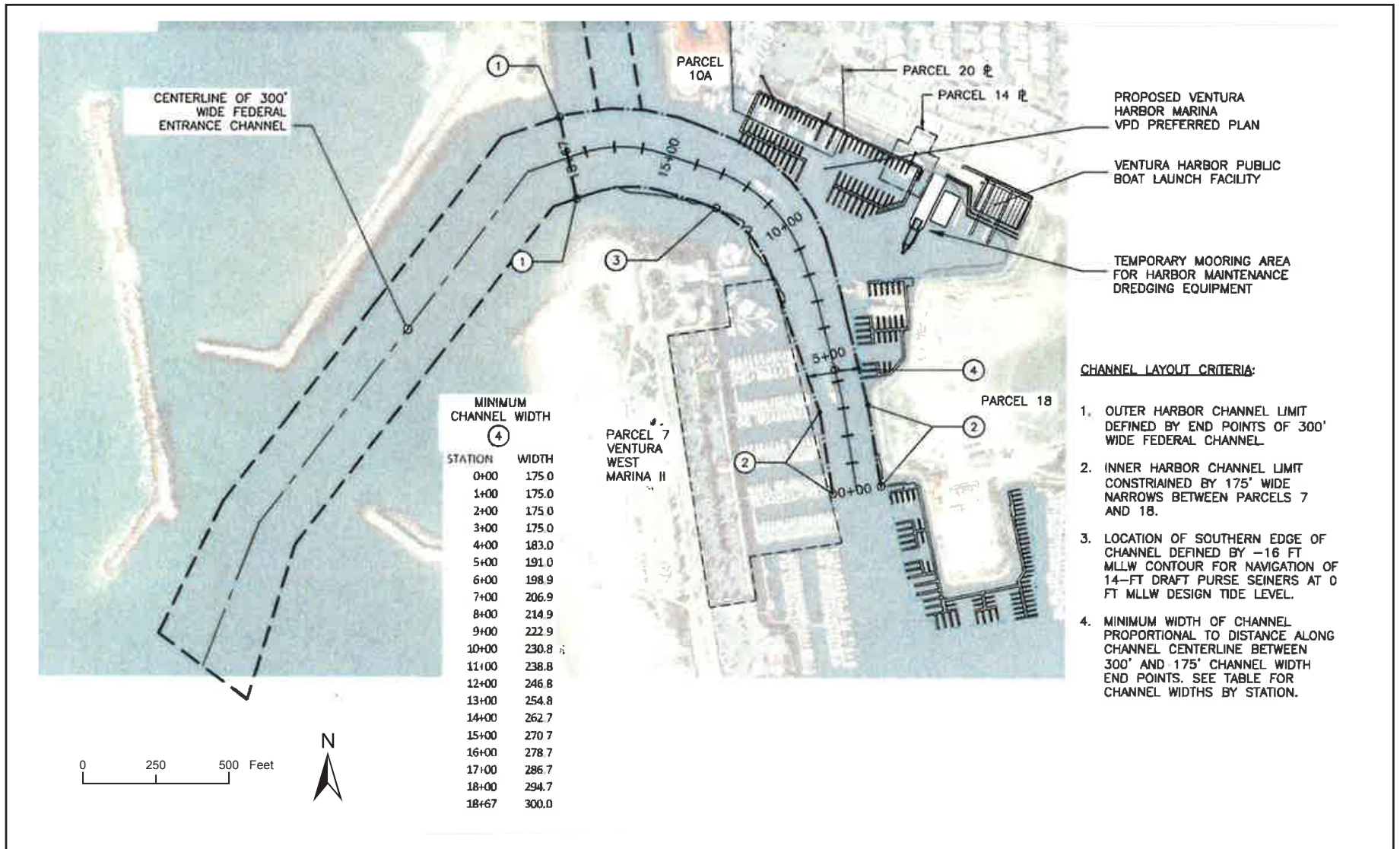




Photo 1: Existing parking lot to be repaved.



Photo 2: Existing restaurant on the project site.



Photo 3: Existing dock structure and ramps to be removed.



Photo 4: View of Ventura Harbor from the project site.

Site Photos

Figure 9

Ventura Port District

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

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



DETERMINATION

On the basis of this initial evaluation:

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



ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
I. AESTHETICS				
-- Would the Project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Existing views on and around the project site are of the foothills to the east and Ventura Harbor and the Channel Islands in the distance to the west. Views of the Pacific Ocean beyond Ventura Harbor from the project site and from areas north and east of the project site are also limited due to existing development and to the break wall that protects the entrance to the harbor.

The proposed project involves expansion of an existing marina and associated facilities. The proposed project would replace existing dock structures with new expanded docks with additional boat slips. Piling heights would be raised an additional five feet (from 12 feet above MLLW to 17 feet above MLLW) over the existing height for better potential tsunami protection. However, the new docks would not block views of the harbor, the Pacific Ocean, or the foothills to the east and the increased height of the structures would not affect scenic vistas.

NO 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 an existing marina and parking lot. The expanded dock would cover more of the water surface at the marina, but would not affect or block views of any designated scenic resources. The proposed project would involve repaving the parking and removing existing landscape trees and vegetation; however, all trees and vegetation are nonnative and none have



been designated as scenic resources. The project site does not contain any rock outcroppings or historic buildings.

NO IMPACT

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

The visual character of the project site is that of a typical marina. The project site includes a parking area and structures adjacent to the water line as well as ramps/walkways to the docks and boat slips in the water. The proposed project would involve replacement and expansion of the dock facilities and repaving of the parking lot. The expanded dock facilities would extend further into the water than the existing facilities and would accommodate larger boats and a larger number of boats. Therefore, surrounding uses would see an expanded dock area, additional docked boats, and larger boats. However, these changes would not substantially degrade the visual character of the site and its surroundings. In general, replacement of aging docks and related facilities with new facilities would be expected to enhance the visual character of the marina.

LESS THAN SIGNIFICANT IMPACT

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

Existing sources of light on the project site includes lighting for the existing restaurant, offices, and restroom facilities and safety-related lighting on the docks. Dock lighting is currently unshielded. Additionally, the adjacent development surrounding the project site generates nighttime light around the project site. The proposed project would involve replacing and expanding the dock structure. Therefore, the proposed project may involve additional lighting in the form of safety lighting on the docks. In addition, the increase of up to 15 liveaboards may incrementally increase lighting from the docks. However, the project site is surrounded on all sides by development with lighting and the proposed project would not substantially increase light levels such that nighttime views would be affected. In addition, new lighting would be low-watt lighting and would be shielded and pointed down towards the docks. Therefore, the proposed project may reduce light spillover.

Existing sources of glare on the project site include cars in the parking areas, light-colored exteriors of docked boats, and building windows. There are no extraordinary glare sources on the project site. The proposed project would involve adding boat slips on the project site. Therefore, additional boats may be present, which may incrementally increase glare. However, this change relative to existing conditions would not be substantial.

Per Section 24.415.20 of the Ventura Municipal Code plans for parking areas containing ten or more spaces must be considered and approved pursuant to the City's design review process prior to construction.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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II. AGRICULTURE AND FOREST RESOURCES

-- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

The project site is not in agricultural use and is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Department of Conservation, 2012).

NO IMPACT

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

The project site is zoned Harbor Commercial (HC) and is not zoned for agricultural use (City of Ventura Zoning District Map, January 2015). In addition, the project site is not under Williamson Act contract. The proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract (2005 Ventura County General Plan Final EIR, August 2005).

NO IMPACT

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))?

The project site is zoned Harbor Commercial (HC) and is not zoned as forest land or timberland (City of Ventura Zoning District Map, January 2015). The proposed project would not conflict with or cause rezoning of land zoned as forest land, timberland, or timberland production.

NO IMPACT

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

The project site is located within the Ventura Harbor and is not forest land.

NO IMPACT

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?

The project site is zoned Harbor Commercial (HC) is located within the Ventura Harbor, and is not in agricultural production or adjacent to any land in agricultural production (City of Ventura Zoning District Map, January 2015).

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
III. AIR QUALITY				
-- Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. The project site is located within the South Central Coast Air Basin (SCCAB), which includes all of Ventura County, and is within the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). Ventura County is designated under the federal and state standards as nonattainment for 8-hour ozone and as nonattainment for the state 1-hour ozone standard (VCAPCD, 2007). The VCAPCD’s Air Quality Management Plan, adopted in 2007, includes the County’s strategy for attaining ozone standards.

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population exceeding the forecasts used in the development of the AQMP. The proposed project would involve adding up to 40 boat slips and could house up to an additional 15 people. Therefore, the proposed project may increase the population of the City by 15 people. As discussed in Section XIII, *Population and Housing*, such an increase in population is within regional and local growth projections. Therefore, it would be consistent with the population forecasts contained in the AQMP. Vehicle use, energy consumption, and associated air pollution emissions within the City would be comparable to existing conditions.

LESS THAN SIGNIFICANT IMPACT



b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Air pollutant emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) (version 2013.2.2). The CalEEMod results for the proposed project can be found in Appendix A.

Construction Impacts

Construction activities associated with the proposed project would involve repaving of the existing Rhumb Line restaurant parking lot, construction of additional restroom facilities, removal of the existing dock structures, and construction of new expanded dock structures. Construction activities would generate fugitive dust particles, ozone precursors, and diesel exhaust that could result in an increase in criteria pollutants and could also contribute to the existing Ventura County nonattainment status for ozone. Table 1 summarizes the maximum daily emissions generated by construction activities.

Table 1
Project Construction Emissions

Pollutants	ROG	NO_x	CO	SO₂	PM₁₀	PM_{2.5}
Maximum Daily Emissions (pounds/day)	2.8	24.7	17.1	0.03	1.8	1.5

Source: CalEEMod version 2013.2.2, summer emissions, Table 2.1 – “Overall Construction (Maximum Daily Emission)” See Appendix A for full results.

The VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or NO_x emissions over 25 pounds per day (VCAPCD, 2003). Since construction-related emissions of ROG and NO_x would be below 25 pounds per day, no mitigation would be required.

Operational Impacts

Air pollution emissions associated with operation of the proposed project include emissions associated with electricity and natural gas use (energy emissions), consumer products, landscaping equipment, and from vehicles traveling to and from the project site (mobile emissions). Operational emissions were calculated in CalEEMod based on the number of vehicle trips generated as a result of the project and the potential for additional on-site liveaboard residents. As shown in Table 2, operation of the proposed project would not generate emissions exceeding VCAPCD thresholds.

The increased number of slips may also generate a minor increase in boating activity in the harbor, which could incrementally increase emissions associated with such activity. However, emissions would be sporadic and would not be expected to approach VCAPCD daily thresholds.



Table 2
Operational Emissions

	ROG	NO_x
Emissions (pounds/day)	1.0	0.6
VCAPCD Thresholds (pounds/day)	25	25
Exceed VCAPCD Thresholds?	No	No

Sources: Ventura County APCD Air Quality Assessment Guidelines, 2003; CalEEMod 2013.2.2. Table 2.2 "Overall Operational." See Appendix A for modeling results.

LESS THAN SIGNIFICANT IMPACT

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

As discussed under parts (a) and (b), the proposed project would be consistent with the VCAPCD's Air Quality Management Plan and would not exceed VCAPCD emissions thresholds. Therefore, the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the region is in non-attainment.

LESS THAN SIGNIFICANT IMPACT

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

Certain population groups are considered particularly sensitive to air pollution. Sensitive receptors consist of land uses that are more likely to be used by these population groups. Sensitive receptors include schools, hospitals, and daycare centers. Residential areas can also be considered sensitive uses as they may include children and the elderly. The sensitive receptors closest to the project site are the residential uses approximately 150 feet northeast of the project site and the timeshare facility approximately 100 feet northwest of the project site. As discussed in parts b-c, the project would not generate emissions exceeding any VCAPCD significance thresholds; therefore, it would not expose sensitive receptors to substantial pollutant concentrations.

LESS THAN SIGNIFICANT IMPACT

e) Would the project create objectionable odors affecting a substantial number of people?

The proposed project would involve expanding the existing marina and repaving the parking lot. The existing uses currently may generate some odors from the fuel pumps and from idling boats. Odors would be comparable to a gas station where fuel pumps and idling vehicles are located and would be similar to those associated with the existing marina. Marinas, yacht yards, and fuel pumps are not identified in Table 6-3 of the 2003 Ventura County Air Quality Assessment Guidelines, which identifies land uses that may generate significant levels of odors. The fuel pump could generate diesel odors, but would not be expected to increase odors as



compared to the existing pump and would not be located in proximity to any odor-sensitive uses. Therefore, the proposed project would not generate objectionable odors affecting a substantial number of people.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IV. BIOLOGICAL RESOURCES

-- 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



Methodology

This biological resources assessment consisted of a review of relevant literature followed by a field reconnaissance survey. The literature review included information on sensitive resource occurrences from the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB), Biogeographic Information and Observation System (BIOS - <http://www.dfg.ca.gov/biogeodata/bios/>), and U.S. Fish and Wildlife Service (USFWS) Critical Habitat Portal (<http://criticalhabitat.fws.gov>). The Ventura Harbor Public Launch Ramp Replacement Biological Resources Assessment (Rincon Consultants, February 2012), and the Essential Fish Habitat (EFH) Evaluation (Compliance Biology, February 2012), Ventura Port District Maintenance and Repair of Rock Revetment Special Condition (2011) permit, Ventura Port District & Sondermann Ring Partners Special Condition Permit (2012). Aerial photographs were also examined.

The field reconnaissance survey documented existing site conditions and the potential presence of sensitive biological resources, including sensitive terrestrial and aquatic species, and habitat for nesting birds. The field biologist surveyed the project site on foot and recorded the biological resources present, such as plant and wildlife species. The field survey was conducted on 19 February 2015, between the hours of 1200 and 1300. The tide was at approximately +3 feet (<http://tides.mobilegeographics.com/locations>). Weather conditions during the survey included an average temperature of 70 degrees Fahrenheit, with winds of 0-8 kilometers per hour (0-5 miles per hour) and partly cloudy skies.

The potential presence of sensitive species is based on a literature review and field survey designed to assess habitat suitability only. The findings and opinions conveyed in this report are based on this methodology. Please note that definitive surveys to confirm the presence or absence of special-status species were not performed. Definitive surveys for sensitive plant and wildlife species generally require specific survey protocols and extensive field survey, and are conducted only at certain times of the year.

A literature search was first performed to ensure all of the latest Magnuson-Stevens Fishery Conservation and Management Act (MSA), and EFH data were referenced. These included the National Marine Fisheries Service (NMFS) and National Oceanic and Atmospheric Administration (NOAA) websites, including the NOAA Essential Fish Habitat Mapper v2.0. All pertinent documents, maps and amendments were reviewed. The Essential Fish Habitat Mapper is an on-line program designed to provide very general information relative to the locations of EFH for the three FMPs, as well as general information relative to the locations of important EFH habitat elements.

Existing Site Conditions

The site is located in an urban setting, and as such contains very little terrestrial vegetation. Algae species exist on the ramp pilings, along the riprap, and attached to the boarding float pilings. Ornamental vegetation such as palm trees, hedges and iceplant (*Carpobrotus* sp.) are present in the parking lot and along paved areas. Mexican fan palm trees (*Washingtonia filifera*) line the edges of the parking lots.

The boat slips and ramps, and landside ornamental vegetation provide feeding and perching habitat for avian wildlife, waterfowl and intertidal invertebrates. Current conditions include



nighttime lighting and a high level of nighttime human activity on the project site. No amphibian or reptile species were observed or detected. Species observed within or adjacent to the project site during the field survey included pied-billed grebe (*Podiceps grisegena*), double-crested cormorant (*Phalacrocorax auritus*), California gull (*Larus californicus*), western gull (*Larus occidentalis*), and striped shore crab (*Pachygrapsus crassipes*). No fish were observed during the survey. Existing site conditions are similar to those described for the Ventura Harbor Village Revetment Repair Project, Essential Fish Habitat Evaluation prepared by Rincon. The unvegetated substrate in this area consists almost entirely of sand and silt (Essential Fish Habitat Evaluation; Ventura Harbor Village Revetment Repair Project Rincon Consultants, Inc. 2012).

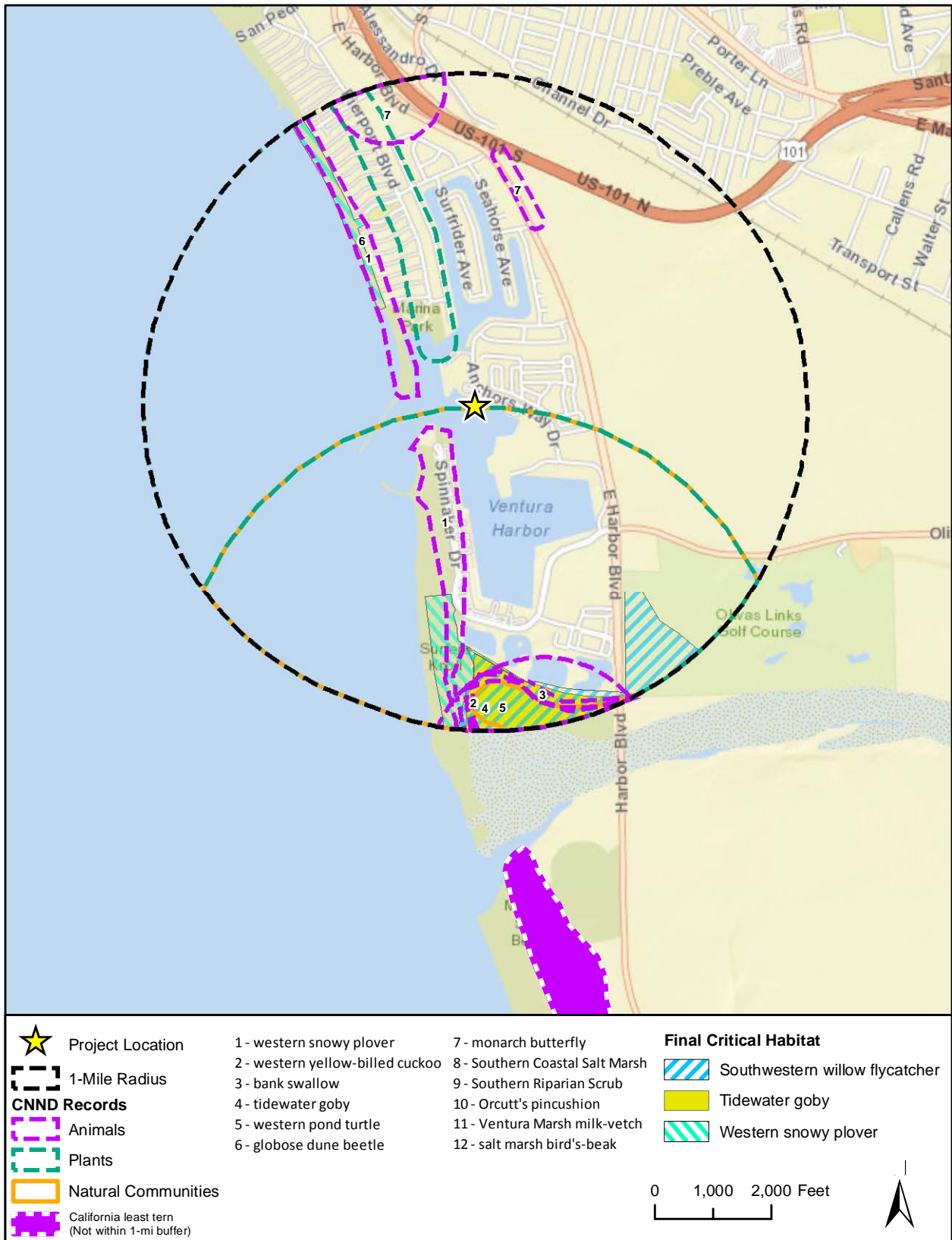
Sensitive Biological Resources.

The CNDDDB has records for 30 sensitive plant species, 10 sensitive plant communities, and 73 sensitive wildlife species within five miles of the project area (see Table 3). As most of these records occur well outside the Harbor area, Figure 10 includes only CNDDDB records within one mile of the project site for relevance. Sensitive plant and wildlife species typically have very specific habitat requirements that do not occur within the activity area. Sensitive pelagic species known to occur within five miles of the harbor are brown pelican (*Pelecanus occidentalis*), storm-petrels (*Oceanodroma* sp.), greater shearwater (*Puffinus gravis*), and Cory's Shearwater (*Calonectris diomedea*). Petrels and shearwaters do not occur within the upland sections of the project site due to human activity and lack of suitable habitat. Brown pelicans have been observed roosting on docks and other structures within the harbor. Other sensitive avian species that could forage in the project area and vicinity include snowy egret, black-crowned night heron, terns, and Allen's hummingbird.

Pursuant to the Magnuson-Stevens Fishery Conservation and Management Act (MSA), as amended by the Sustainable Fisheries Act of 1996 (Public Law 104-267), when a federally permitted action has a potential to adversely affect an area designated as EFH, an EFH Assessment is required pursuant to requirements set forth in Paragraph (6)(g) of Federal Register Vol. 62, No. 24/December 19, 1997. By definition, EFH is described as "...those waters and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity" (MSA §3). EFH applies to any and all species managed under a federal Fishery Management Plan (FMP). In California there are three FMPs. These include groundfish, coastal pelagic species, and Pacific salmon. A review of the NOAA Essential Fish Habitat Mapper listed potential habitat for coastal pelagic species such as mackerel (*Scomber* sp.), Pacific sardine (*Sardinops sagax caerulea*), and anchovy (*Engraulis* sp.). No Habitat Areas of Particular Concern or EFH areas protected from fishing occur in the project vicinity (<http://www.habitat.noaa.gov/protection/efh/efhmapper/index.html>, March 2015).

As the definition of EFH includes "waters and substrate," it was necessary to evaluate the water within the project reach as EFH. These waters are considered subtidal habitat, but do not satisfy the Magnuson-Stevens Act EFH definition as "those waterways and substrate necessary to fish for spawning, breeding, feeding, or growth to maturity." The sand/silt bottom, devoid of emergent and submergent vegetation cannot accurately be described as "necessary" to fish for spawning, breeding, feeding, or growth to maturity as there is no shelter for escape or brood protection from predators (Compliance Biology, February 2012). Suitable EFH in shallow water areas typically include kelp, eelgrass and/or other vegetation or structure suitable for cover.





Imagery provided by ESRI and its licensors © 2015. Additional data layers from California Natural Diversity Database, February, 2015. Additional suppressed records reported by the CNDDDB known to occur or potentially occur within this search radius include: Monarch Butterfly. For more information please contact the Department of Fish and Wildlife. Imagery provided by ESRI and its licensors © 2014. Critical habitat data source: U.S. Fish and Wildlife Service, February 26, 2015. Final critical habitat acquired via the USFWS Critical Habitat Portal. It is only a general representation of the data and does not include all designated critical habitat. Contact USFWS for more specific data.

CNDDDB Occurrences within One Mile

Figure 10



**Table 3
 Species and Habitats tracked by the CNDDB Within Five Miles of Project Site**

Common Name	Scientific Name
Plants	
Orcutt's pincushion	<i>Chaenactis glabriuscula</i> var. <i>orcuttiana</i>
beach goldenaster	<i>Heterotheca sessiliflora</i> ssp. <i>sessiliflora</i>
Coulter's goldfields	<i>Lasthenia glabrata</i> ssp. <i>Coulteri</i>
Mexican malacothrix	<i>Malacothrix similis</i>
white rabbit-tobacco	<i>Pseudognaphalium leucocephalum</i>
chaparral ragwort	<i>Senecio aphanactis</i>
suffrutescent wallflower	<i>Erysimum suffrutescens</i>
Aphanisma	<i>Aphanisma blitoides</i>
Coulter's saltbush	<i>Atriplex coulteri</i>
south coast saltscale	<i>Atriplex pacifica</i>
Davidson's saltscale	<i>Atriplex serenana</i> var. <i>davidsonii</i>
estuary seablite	<i>Suaeda esteroa</i>
western dichondra	<i>Dichondra occidentalis</i>
Blochman's dudleya	<i>Dudleya blochmaniae</i> ssp. <i>blochmaniae</i>
Verity's dudleya	<i>Dudleya verity</i>
small spikerush	<i>Eleocharis parvula</i>
Ventura Marsh milk-vetch	<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i>
southern California black walnut	<i>Juglans californica</i>
southwestern spiny rush	<i>Juncus acutus</i> ssp. <i>leopoldii</i>
fragrant pitcher sage	<i>Lepechinia fragrans</i>
white-veined monardella	<i>Monardella hypoleuca</i> ssp. <i>hypoleuca</i>
southern curly-leaved monardella	<i>Monardella sinuata</i> ssp. <i>sinuata</i>
Catalina mariposa-lily	<i>Calochortus catalinae</i>
late-flowered mariposa-lily	<i>Calochortus fimbriatus</i>
Plummer's mariposa-lily	<i>Calochortus plummerae</i>
red sand-verbena	<i>Abronia maritima</i>
salt marsh bird's-beak	<i>Chloropyron maritimum</i> ssp. <i>maritimum</i>
Ojai navarretia	<i>Navarretia ojaiensis</i>
conejo buckwheat	<i>Eriogonum crocatum</i>
dune larkspur	<i>Delphinium parryi</i> ssp. <i>blochmaniae</i>
Sensitive Vegetation Communities	
California Walnut Woodland	Southern Riparian Scrub
Coastal and Valley Freshwater Marsh	Southern Sycamore Alder Riparian Woodland
Southern Coast Live Oak Riparian Forest	Valley Needlegrass Grassland
Southern Coast Live Oak Riparian Forest	Southern California Coastal Lagoon
Southern Coastal Salt Marsh	Southern California Steelhead Stream
Animals	
Cooper's hawk	<i>Accipiter cooperi</i>
golden eagle	<i>Aquila chrysaetos</i>
ferruginous hawk	<i>Buteo regalis</i>
northern harrier	<i>Circus cyaneus</i>
white-tailed kite	<i>Elanus leucurus</i>
California horned lark	<i>Eremophila alpestris actia</i>
Canvasback	<i>Aythya valisineria</i>
Vaux's swift	<i>Chaetura vauxi</i>
great egret	<i>Ardea alba</i>
great blue heron	<i>Ardea Herodias</i>
American bittern	<i>Botaurus lentiginosus</i>
snowy egret	<i>Egretta thula</i>
black-crowned night heron	<i>Nycticorax nycticorax</i>
California condor	<i>Gymnogyps californianus</i>
western snowy plover	<i>Charadrius alexandrinus nivosus</i>
mountain plover	<i>Charadrius montanus</i>



**Table 3
Species and Habitats tracked by the CNDDB Within Five Miles of Project Site**

Common Name	Scientific Name
yellow-billed magpie	<i>Pica nuttalli</i>
western yellow-billed cuckoo	<i>Coccyzus americanus occidentalis</i>
southern California rufous-crowned sparrow	<i>Aimophila ruficeps canescens</i>
Belding's savannah sparrow	<i>Passerculus sandwichensis beldingi</i>
prairie falcon	<i>Falco mexicanus</i>
bank swallow	<i>Riparia riparia</i>
ashy storm-petrel	<i>Oceanodroma homochroa</i>
Caspian tern	<i>Hydroprogne caspia</i>
tricolored blackbird	<i>Agelaius tricolor</i>
loggerhead shrike	<i>Lanius ludovicianus</i>
California gull	<i>Larus californicus</i>
Forster's tern	<i>Sterna forsteri</i>
California least tern	<i>Sternula antillarum browni</i>
yellow-breasted chat	<i>Icteria virens</i>
yellow warbler	<i>Setophaga petechia</i>
California brown pelican	<i>Pelecanus occidentalis californicus</i>
double-crested cormorant	<i>Phalacrocorax auritus</i>
California black rail	<i>Laterallus jamaicensis coturniculus</i>
light-footed clapper rail	<i>Rallus longirostris levipes</i>
long-eared owl	<i>Asio otus</i>
burrowing owl	<i>Athene cunicularia</i>
coastal California gnatcatcher	<i>Polioptila californica californica</i>
summer tanager	<i>Piranga rubra</i>
white-faced ibis	<i>Plegadis chihi</i>
Allen's hummingbird	<i>Selasphorus sasin</i>
willow flycatcher	<i>Empidonax traillii</i>
southwestern willow flycatcher	<i>Empidonax traillii extimus</i>
vermillion flycatcher	<i>Pyrocephalus rubinus</i>
least Bell's vireo	<i>Vireo bellii pusillus</i>
Santa Ana sucker	<i>Catostomus santaanae</i>
arroyo chub	<i>Gila orcuttii</i>
resident threespine stickleback	<i>Gasterosteus aculeatus microcephalus</i>
unarmored threespine stickleback	<i>Gasterosteus aculeatus williamsoni</i>
tidewater goby	<i>Eucyclogobius newberryi</i>
southern steelhead - southern California DPS	<i>Oncorhynchus mykiss irideus</i>
Santa Monica grasshopper	<i>Trimerotropis occidentiloides</i>
western tidal-flat tiger beetle	<i>Cicindela gabbii</i>
sandy beach tiger beetle	<i>Cicindela hirticollis gravida</i>
senile tiger beetle	<i>Cicindela senilis frosti</i>
wandering (=saltmarsh) skipper	<i>Panoquina errans</i>
monarch butterfly	<i>Danaus plexippus</i>
globose dune beetle	<i>Coelus globosus</i>
Yuma mountain lion	<i>Puma concolor browni</i>
Dulzura pocket mouse	<i>Chaetodipus californicus femoralis</i>
western mastiff bat	<i>Eumops perotis californicus</i>
south coast marsh vole	<i>Microtus californicus stephensi</i>
American badger	<i>Taxidea taxus</i>
southern California saltmarsh shrew	<i>Sorex ornatus salicornicus</i>
pallid bat	<i>Antrozous pallidus</i>
Trask shoulderband	<i>Helminthoglypta traskii traskii</i>
mimic tryonia (=California brackishwater snail)	<i>Tryonia imitator</i>
silvery legless lizard	<i>Anniella pulchra pulchra</i>
western pond turtle	<i>Emys marmorata</i>
two-striped garter snake	<i>Thamnophis hammondii</i>



Table 3
Species and Habitats tracked by the CNDDDB Within Five Miles of Project Site

Common Name	Scientific Name
south coast garter snake	<i>Thamnophis sirtalis</i> ssp.
coast horned lizard	<i>Phrynosoma blainvillii</i>

Sensitive Plant Species

Surveys and assessments for the presence of eelgrass (*Zostera* sp.) and other essential fish habitat requirements in the Ventura Harbor were conducted in support of the Ventura Harbor Village Revetment Repair Project (Rincon Consultants) and the Ventura Harbor Public Launch Ramp Replacement Project (Compliance Biology, 2012) in 2011 and 2012. The findings of these surveys were negative and existing conditions within the proposed project are not expected to have changed since these evaluations. Therefore, eel grass is not expected to occur within the project area.

No sensitive plant species were observed within the project area. Based on the existing development and disturbances, the project site does not contain suitable habitat for sensitive plant species.

Sensitive Plant Communities

No sensitive upland or terrestrial plant communities as defined by CNDDDB are present on the project site. Based on the findings of prior surveys (Rincon Consultants, Inc. 2011; Compliance Biology 2012), no eelgrass (*Zostera* sp.) is expected to occur within the project site.

Sensitive Wildlife Species

Landside developments adjacent to harbors can support breeding, roosting, foraging and feeding locations for a variety of migratory and oceanic wildlife. Although highly disturbed, the project site and surrounding area could provide low quality habitat for perching for waterfowl, migratory birds, or resting locations for marine mammals, as well as foraging habitat for sensitive species such as California least tern (described further below). There is no EFH for southern steelhead trout (*Oncorhynchus mykiss*) or Pacific salmon within Ventura Harbor. Further, the EFH evaluation in the project vicinity (Rincon Consultants Inc. 2011; Compliance Biology, January 2012) found the project area lacked habitat for fish species of management concern within or near the project area.

California least terns (*Sterna antillarum browni*), a federally and state endangered species, usually form colonies on bare or sparsely vegetated sand or dried mudflats along coasts or rivers, but also on sandy or shell islands and gravel and sand pits with a dependable food supply (Thompson et al. 1997, U.S. Fish and Wildlife Service 1985). Human activity on beaches has forced this species from nesting on beaches to mud and sand flats back from the ocean, and other man-made structures such as airports and landfills (U.S. Fish and Wildlife Service, 1985). California least terns are colonial nesters and a migratory species, being present on local nesting grounds from approximately mid-April to the end of August (Rincon Consultants, October 2011). Nests are composed of shell fragments or pebbles lining small depressions in the sand or other substrate. The California least tern obtains most of its food (fish), from shallow estuaries, lagoons, and nearshore ocean waters. This species may occasionally forage in the open waters



of Ventura Harbor from its nesting colonies at the Santa Clara Rivermouth, but is not expected to nest or roost in the area due to the current level of disturbance at or near the Ventura Harbor Boat Launch Ramp.

While the western snowy plover can be found in winter in the vicinity of the project, the Pacific Coast population of western snowy plover (*Charadrius alexandrinus nivosus*), a federally threatened species, is defined as those individuals that nest adjacent to tidal waters of the Pacific Ocean, and includes all nesting birds on the mainland coast, peninsulas, offshore islands, adjacent bays, estuaries, and coastal rivers (Fish and Wildlife Service, 2012). Coastal populations are both migratory and non-migratory, and breed in this area generally between March and September (Rincon Consultants, September 2011). This species prefers to nest colonially with California least terns (in Southern California) above the high tide line on coastal beaches, sand spits, dune-backed beaches, sparsely-vegetated dunes, beaches at creek and river mouths, and salt pans at lagoons and estuaries (U.S. Fish and Wildlife Service 2007). Less common nesting habitats include bluff-backed beaches, dredged material disposal sites, salt pond levees, dry salt ponds, and river bars. In winter, western snowy plovers are found on many of the beaches used for nesting as well as on beaches where they do not nest, in man-made salt ponds, and on estuarine sand and mud flats (Ibid). No snowy plovers were observed during the site visit and are not expected to roost or nest in the area due to the level of disturbance and lack of suitable habitat. Snowy plovers have been documented to nest on beaches / dunes south of the harbor (e.g. McGrath State Beach); however, these areas are a substantial distance and from the project site and isolated from the site by harbor developments.

Heron species, including black-crowned night-heron (*Nycticorax nycticorax*), great blue heron, great egret (*Ardea alba*), and snowy egret (*Egretta thula*) are reported to have nested in Mexican fan palms, magnolia, melaleuca, Monterey cypress, and Monterey pine trees at the south end of Channel Islands Harbor (J.B. Froke 2003-2009). Channel Islands harbor (approximately seven miles south of the project) is the nearest harbor with similar development and activities to that of Ventura Harbor. Therefore, these species could also nest in trees or other suitable structures in the project site. Palm trees south of the project, but within Ventura Harbor have been known to support great blue heron (*Ardea Herodias*) nests. Mexican fan palm and other palms are found within the project parking lot; however, they are not expected to be used as rookeries by waterfowl because the number of trees is few, and no inactive nests were observed or waterfowl were observed in the palm trees, and no whitewash (fecal matter) was observed at the base or on the leaves of these palm trees during the field survey. Rookeries, or nesting colonies, of these species has been designated by CDFW to be a conservation priority (CDFG 2009).

Brown pelicans (*Pelecanus occidentalis californicus*) have been delisted from the federal (November 2009) and state endangered species list as a result of documented population increases throughout its range (U.S. Fish and Wildlife Service, 2012b). Brown pelicans can be found foraging in the open ocean for fish, or resting on the water or on a wharf, inaccessible rocks, mudflats, sandy beaches, or jetties (Zeiner 1990). They are diurnal, and require undisturbed islands adjacent to good marine fishing areas for nesting. They nest on the ground, but sometimes on bushes, on a small mound of sticks or debris. Nesting locations can be found on rocky or low brushy slopes of undisturbed islands (Zeiner 1990). This species was not seen during the site visit, but has been documented in the harbor area, and could rest on boats or docks. Brown pelicans may perch and feed in the vicinity of the project site. Nesting for the



Southern California Bight population occurs on West Anacapa Island, Santa Barbara Island, Coronados Islands, Islas Todos Santos, and Isla San Martín (USFWS, 2007).

With respect to the harbor waterways, all marine mammals are protected under the Marine Mammal Protection Act (MMPA), which prohibits, with certain exceptions, the “take” of marine mammals in U.S. waters and by U.S. citizens on the high seas. “Take” is defined under the MMPA as “harass, hunt, capture, kill or collect, or attempt to harass, hunt, capture, kill or collect.” (Note that the definition of “take” differs for resources protected under the federal Endangered Species Act.) The MMPA is administered by the National Marine Fisheries Service. Harbor seals (*Phoca vitulina*) and coastal bottlenose dolphins (*Tursiops truncatus*) are known to occur within Ventura Harbor. California sea lions (*Zalophus californianus*) are found in open water and nearshore waters while harbor seals are found more often close to land. Harbor seals and coastal bottlenose dolphins may swim into the project site, but are not expected to breed or rear in the project site. Sea lions are found in the harbor, but would not be adversely affected by project development with implementation of avoidance and minimization measures.

Both species of seals forage on fish mainly, but also opportunistically cephalopods and crustaceans (Zeiner 1990). Both species occur in groups or singly, although while in the water, harbor seals usually occur singly (Zeiner 1990). California sea lion males establish and defend territories, while harbor seals are non-territorial (Zeiner 1990). Harbor seals breed from March to June and California sea lions breed between May and August, while gestation period for both species is approximately 11 months (Zeiner 1990). Harbor seals and California sea lions haul out for various reasons, some related to breeding and some related to energy management. California sea lions tend to gather in places that have undergone human intervention (Riedman 1990). While seals may utilize docs and ramps in the harbor to rest, Ventura Harbor is not a known haul-out area for breeding (NOAA National Marine Fisheries Service, Southwest Regional Office, California Pinniped Rookeries & Haul-out Sites; database accessed January 2012; <http://swr.nmfs.noaa.gov/psd/rookeryhaulouts/>). Harbor seals and California sea lions primarily forage on fish.

Critical Habitat

Within a 5-mile radius of the project site the CNDDDB identified listed final critical habitat for southern California steelhead (*Oncorhynchus mykiss*), tidewater goby (*Eucyclogobius newberryi*), Ventura marsh milk-vetch (*Astragalus pycnostachyus* var. *lanosissimus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and western snowy plover (*Charadrius alexandrinus nivosus*). No critical habitat is located within the project site and the species are not expected to occur within the vicinity of the project site due to the lack of suitable habitat.

As discussed above, no snowy plovers were observed during the site visit and are not expected to roost or nest in the area due to the level of disturbance and lack of California least terns and suitable habitat. The EFH Evaluation found the project area lacked habitat for fish species of management concern and no living fish were observed within or near the project site. Southern California steelhead are not expected within the vicinity of the project site.

Nesting Birds

The federal Migratory Bird Treaty Act (MBTA) protects native birds and their nests. Palm trees and other ornamental vegetation and structures suitable for nesting of MBTA-protected species, including raptors such as red-tailed hawk (*Buteo jamaicensis*), and passerines (songbirds), occur



within the project area and are proposed for removal. Excluding the palm trees, the project site contains minimal vegetation for nesting. Native avian species such as Pied-billed grebe, double-crested cormorant, California gull, and western gull, are protected by the MBTA, and may forage in the parking lot, along the tide line on the boat ramp, however they are not expected to nest in the project area due to lack of suitable habitat.

Jurisdictional Drainages and Wetlands

No natural drainages or wetlands occur within the project area. The project site is located within the Ventura Harbor. The proposed project would not require any dredging. However, pile driving of new pilings may be considered fill, and additional permits would be required for the proposed activities. Section 404 of the Clean Water Act regulates navigable waters where fill material (discharge) is proposed below the ordinary high water mark and is administered by the USACE. The Act specifies, in Section 401, that states must certify that any activity subject to a permit issued by a federal agency, such as the USACE, meets all state water quality standards. In California, the state and regional water boards are responsible for certification of activities subject to USACE Section 404 permits. A RWQCB 401 Certification would therefore also be required for project implementation.

In addition, the harbor waterways are subject to USACE jurisdiction per Section 10 of the Rivers and Harbors Act.

Title 33 U.S.C. 401. Construction of bridges, causeways, dams or dikes generally; exemptions

Title 33 U.S.C. 403. The creation of any obstruction not affirmatively authorized by Congress, to the navigable capacity of any of the waters of the United States is hereby prohibited; and it shall not be lawful to build or commence the building of any wharf, pier, dolphin, boom, weir, breakwater, bulkhead, jetty, or other structures in any port, roadstead, haven, harbor, canal, navigable river, or other water of the United States, outside established harbor lines, or where no harbor lines have been established, except on plans recommended by the Chief of Engineers and authorized by the Secretary of War; and it shall not be lawful to excavate or fill, or in any manner to alter or modify the course, location, condition, or capacity of, any port, roadstead, haven, harbor, canal, lake, harbor of refuge, or enclosure within the limits of any breakwater, or of the channel of any navigable water of the United States, unless the work has been recommended by the Chief of Engineers and authorized by the Secretary of War prior to beginning the same.

Section 30233 of the Coastal Act states that the (a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible, mitigation measures have been provided to minimize adverse environmental effects.

Protected Trees

Trees with a single trunk girth of 90 inches or more, or with multiple trunks, two of which add up to 72 inches in girth, is protected by Ventura County Tree Ordinance as a Heritage Tree, except for certain types of trees (e.g., palm trees) unless they are 60 feet tall or 75 years old. The City of Ventura has no protected tree ordinance. No protected trees would be affected by the proposed activity.



Other Regulated Areas

The project site is not located within a Habitat Conservation Plan (HCP) area or other sensitive biological area as indicated by the U.S. Fish and Wildlife Service Critical Habitat portal (<http://criticalhabitat.fws.gov/>) or the California Department of Fish and Wildlife Biogeographic Information and Observation System (<http://bios.dfg.ca.gov/>). The project is consistent with the City of San Buenaventura City Charter and Municipal Code (Volume I, 1999), the Ventura Harbor Ordinance 44 (adopted June 2004), and the City of Ventura General Plan (2005).

Invasive Species

Caulerpa taxifolia was discovered in San Diego County's Agua Hedionda Lagoon and in Huntington Harbor in 2000. Eradication of the *Caulerpa* infestations in both Agua Hedionda Lagoon and Huntington Harbour were announced 2006 (San Diego Regional Water Quality Control Board, 2015). A green alga native to tropical waters, it has been highly invasive in the Mediterranean Sea. This species has not been reported in southern California since and therefore is not expected to occur in the project site. A 2012 survey at the nearby boat ramp did not detect *Caulerpa* (Compliance Biology, Inc., February 18, 2012).

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 an existing marina, yacht yard and parking lot. The proposed project would replace infrastructure, expanded the dock and existing number of slips which would cover more of the water surface at the marina, and potentially increase the amount and type of traffic within the marina. Because the turbidity and noise associated with the proposed project would be temporary the impacts to areas outside of the project limits would be considered less than significant. No threatened or endangered wildlife or plant species occur within the project vicinity and therefore none are expected to be impacted by this project. Potential impacts related to the proposed project could include disturbance to special status species and other wildlife moving through the marina during construction and long term use of the marina. This disturbance has the potential to impact nesting avian species, waterfowl, fish and harbor seals foraging in the area.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measures

The following mitigation measures are required to reduce impacts to nesting avian species, waterfowl, fish and harbor seals foraging in the area, and eelgrass.

- BIO-1 Wildlife Clearance Survey.** Docks and other structures provide resting and roosting habitat for special status species. A general wildlife clearance survey shall be conducted prior to demolition of structures to ensure any special status wildlife species have left the area. California brown pelicans or harbor seals could enter the project area. If California brown pelicans or harbor seals are observed, construction activates that could impact these



species shall be halted until the animals leave the area. If other special status species are observed during the clearance survey, a Port-approved biologist shall determine an appropriate avoidance buffer and will be present during construction activities to determine if construction activities are impacting the species. Minimization measures, including buffers, for non-nesting MBTA special status species will be implemented under the direction of a Port-approved biologist.

BIO-2 Nesting Bird Survey. Palm trees, ornamental vegetation and structures suitable for nesting for MBTA-protected species, including raptors (such as barn owls), waterbirds, and songbirds occur within and adjacent to the project site. Direct and indirect impacts could occur to any nests, if present, from project activities. Therefore, if construction of the project begins during the bird-breeding season (February 15- September 15), a nesting bird survey of potentially suitable nesting habitat shall be conducted a maximum of seven days prior to the project start date by a Port-approved biologist (a person with a biology degree and/or established skills in bird recognition). If the project begins outside of the bird-breeding season and continues through the bird-breeding season, a survey shall be conducted a within seven days of February 15th. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist shall determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area shall not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area.

BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal. Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be



removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.

No residual impacts would occur from mitigation measures BIO-1, BIO-2, or BIO-3.

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

No riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

NO IMPACT

c) Would the project have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The project site is located within the Ventura Harbor. Potential impacts to the Harbor include water quality impacts from the discharge of materials, such as fuel and other hazardous materials, into the Harbor during construction and operation of the project.

The VHMY currently has a Clean Marina Plan in place to manage facility operations (April 2014, see Appendix D). The Clean Marina Plan includes policies for marina management, an emergency action plan, and rules and regulations for marina users. Clean Marina Plan rules, regulations, and policies are related to: emergencies, spill response, petroleum containment, vessel cleaning and maintenance, underwater boat hull cleaning, facility operations, stormwater pollution prevention, as well as debris, sewage, solid waste, fish waste, hazardous waste, and liquid waste management. These existing policies and procedures would reduce potential water quality impacts to the Harbor from discharge of contaminants during project operation.

The proposed project would involve replacing the existing dock structures and relocation and improvement of the existing fuel dock. The upgrades to the fueling station are to meet current environmental regulations and standards and reduce discharge and emissions. Two stormwater drainage collection drains are located within the project site. Like many marinas, these drainage systems do not currently have any filtration devices between the marina and the water body. The proposed project would involve adding sand filters to the storm drain inlets in order to prevent trash and debris from entering the Harbor. Therefore, the proposed project would reduce impacts to water quality, and also impacts to aquatic species, by improving the existing storm drain system and the fueling facility. Continued implementation and enforcement of the Clean Marina Plan would also reduce impacts to Harbor water quality.

Although operational impacts to the Harbor would be reduced by the proposed storm drain system and fuel dock improvements under the proposed project, water quality impacts during construction of the proposed project are potentially significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED



Mitigation Measures

The following mitigation measures are required to reduce impacts jurisdictional waters.

- BIO-4 Construction Responsibilities and Debris Removal.** The applicant shall comply with the following construction-related requirements:
- A. Any and all debris resulting from construction activities, wind and water erosion shall be removed from the site within twenty-four (24) hours of completion of construction and disposed of at an appropriate location.
 - B. A silt curtain utilized to control turbidity shall be installed prior to high turbidity generating activities.
 - C. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day.
 - D. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.
 - E. The applicant shall dispose of all construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a separate coastal development permit shall be required before disposal can take place.
 - F. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy machinery or construction equipment into coastal waters. The applicant and applicant's contractors shall have adequate equipment available to contain any such spill immediately. Reasonable and prudent measures may include, but not be limited to:
 - 1. Stop or control the release at the source.
 - 2. Use appropriate materials in spill kit to block the flow and prevent the release from discharging into the harbor.
 - a. Sweep dry spills -- do not wash or hose.
 - b. Absorb wet spills on concrete or asphalt.
 - c. Do not leave used absorbent (e.g., dry sweep) on the ground
 - d. Dig up wet spills on soil, including all exposed soils. Properly dispose of the soil.
 - G. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.
 - H. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.
 - I. The applicant shall use the least damaging method for the construction of pilings and dock structures and any other activity that will disturb benthic sediments. The applicant shall limit, to the



greatest extent practicable, the suspension of benthic sediments into the water column through BMPs such as the implementation of silt curtains, as described above.

BIO-5 Conformance with the Requirements of the Resource Agencies. The applicant shall comply with all permit requirements, and mitigation measures of the California Department of Fish and Wildlife, State Water Quality Control Board, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project which may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.

No residual impacts would occur from mitigation measures BIO-4 and BIO-5.

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 proposed project is not changing the size or depth of the existing harbor. The marina is not a migratory corridor. Any impacts related to wildlife movement would be temporary in nature and are not expected to impact substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors. No native wildlife nursery sites exist onsite.

NO IMPACT

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

The project as proposed would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

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?
No NOAA Habitat Areas of Particular Concern or EFH areas protected from fishing occur in the project vicinity. The project as proposed would not conflict with any adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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V. CULTURAL RESOURCES

-- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

The project site includes a restaurant, a yacht yard, a real estate office, a fuel dock/convenience store, and a dock structure. There are no historic resources within or adjacent to the project site (2005 Ventura County General Plan Final EIR, August 2005) and only the existing dock structure is proposed for demolition.

NO IMPACT

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

The Oxnard Plain, on which the City lies, has a history of human habitation dating back thousands of years. Portions of Ventura County were occupied by early Native American cultures from about 3,500 years ago to approximately the First Century A.D. Chumash Native Americans settled in the area around 1500 A.D. Literature searches undertaken through the UCLA Institute of Archaeology between 1984 and 1986 revealed seven archaeological sites in the County (City of Oxnard, Thresholds Guidelines 143-144).

The project site would include improvements to an existing parking area and existing facilities and expansion of a marina to include approximately 40 additional boat slips. The proposed project would also involve repaving of an existing parking lot. The proposed project would not include any ground-disturbing activities that would impact archaeological resources. The project site is highly disturbed and within Ventura Harbor, an area consisting largely of fill



material associated with creation of the harbor. The project site does not contain any evidence of archaeological resources.

NO IMPACT

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The proposed project is currently developed and does not contain any unique geologic features (Rincon Consultants, Inc. site visit, February 2015). The proposed project would not involve any ground-disturbing activities that would impact paleontological resources.

NO IMPACT

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

The project site is developed and does not contain any evidence of human remains. Project-related construction activity would mainly be conducted over the water and land modifications would be limited to re-paving of an existing parking lot and removal of landscaping. Nevertheless, adherence to Section 7050.5(b) of the California Health and Safety Code would protect any previously unidentified buried human remains. In accordance with these codified requirements, in the event that human bone or bone of unknown origin is found during construction, all work is required to stop in the vicinity of the find and the County Coroner must be contacted immediately. If the remains are determined to be Native American, the Coroner is required to notify the Native American Heritage Commission, who then notifies the person it believes to be the most likely descendent. The most likely descendant would work with the contractor to develop a program for re-internment of the human remains and any associated artifacts

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VI. GEOLOGY AND SOILS

-- Would the project:

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
 - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
-- Would the project:				
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a.i) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

No active or potentially active faults have been mapped across the project site, according to the Alquist-Priolo Earthquake Fault Zoning Map (Ventura Quadrangle, 1978).

NO IMPACT

a.ii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?

While no faults have been mapped across the project site, seismic events caused by active and potentially active faults in the region could result in seismic ground shaking on-site. The City of Ventura, along with all of Southern California and the Central Coast, is within Seismic Zone 4 and subject to seismic ground shaking from faults in the region. Therefore, a seismic hazard cannot be completely avoided. However, its effect can be minimized by implementing seismic requirements specified by the California Building Code (CBC), which includes design and



construction requirements related to fire and life safety and structural safety. The CBC applies to onshore structures such as restrooms, but not to floating docks. These non-permanent structures would be pre-fabricated and, since they float on the water, generally would not be subject to damage potential during a seismic event.

LESS THAN SIGNIFICANT IMPACT

a.iii) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction?

Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. The project site is located within a potential liquefaction zone as identified on the State Hazards map, which indicates that a general potential for liquefaction exists throughout the entire area (California Geological Survey, Seismic Hazard Zones, Ventura Quadrangle, 2003). Liquefaction is a condition that occurs when unconsolidated, saturated soils change to a near-liquid state during groundshaking. The project primarily involves the construction of docks over the water, but onshore facilities would be required to comply with applicable provisions of the most recently adopted version of the CBC and applicable City building regulations.

LESS THAN SIGNIFICANT IMPACT

a.iv) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving landslides?

The project site is not located on or near a hillside. The project site is not designated as a zone of required investigation for earthquake-induced landslides (California Geological Survey, Seismic Hazard Zones, Ventura Quadrangle, 2003).

NO IMPACT

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

Erosion is a composite of all processes by which earth or rock materials are loosened or dissolved and moved from place to place. Natural erosion activity depends on the steepness of slopes, amount and intensity of rainfall and soil types.

Construction activity would involve removal and replacement of existing dock structures and ramps, construction of additional restroom facilities, and repaving of the existing parking lot. The proposed project would require minimal ground-disturbing construction activity. As a result, the potential for substantial erosion to occur over the site during construction is low.

During operation, the existing rock revetment along the waterline protects the shore from erosion. The proposed project would not affect or alter the rock revetment.

NO IMPACT

c) Would the project be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?



The proposed project involves replacement and expansion of dock structures in an existing marina and marina within the Ventura Harbor and other site improvements, as well as construction of restroom facilities and re-paving of an existing parking lot. These improvements would not result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse.

NO IMPACT

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

Expansive soils are generally clayey and swell when wetted and shrink when dried. According to Figure 4.6-5 of the 2005 Ventura General Plan Final EIR, the project site is located in a “low” expansive soil zone.

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 site is served by a sewer system and therefore septic systems are not proposed on-site.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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VII. GREENHOUSE GAS EMISSIONS

-- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHGs). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface



in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° Fahrenheit. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth's temperature.

GHGs occur from both human and non-human activities. Human activities that produce GHGs are the burning of fossil fuels (coal, oil and natural gas for heating and electricity, gasoline and diesel for transportation); methane from landfill wastes and raising livestock, deforestation activities; and some agricultural practices. Greenhouse gases produced by human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Since 1750, it is estimated that the concentrations of carbon dioxide, methane, and nitrous oxide in the atmosphere have increased over by 36%, 148%, and 18% respectively. Emissions of GHGs affect the atmosphere directly by changing its chemical composition while changes to the land surface indirectly affect the atmosphere by changing the way in which the Earth absorbs gases from the atmosphere. Potential impacts of global warming in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CEC, March 2009).

The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Neither VCAPCD, the City of Ventura, nor the Ventura Port District have adopted GHG emissions thresholds, and no GHG emissions reduction plan with established GHG emissions reduction strategies has been adopted locally. The VCAPCD staff, though, has examined options for GHG thresholds for CEQA documents. Among the approaches discussed, VCAPCD prefers consistency with the South Coast AQMD (VCAPCD, 2011). The South Coast AQMD is considering a tiered approach with locally adopted GHG reduction plans followed by GHG threshold values set to capture 90% of project GHG emissions by project type. SCAQMD's proposed threshold is 3,000 metric tons per year (SCAQMD, "Proposed Tier 3 Quantitative Thresholds - Option 1", September 2010).

This analysis is based on the methodologies recommended by the California Air Pollution Control Officers Association [CAPCOA] (January 2008) *CEQA and Climate Change* white paper. The analysis focuses on CO₂, N₂O, and CH₄ as these are the GHG emissions that onsite development would generate in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. However, because the development potential would not involve industrial uses, the quantity of fluorinated gases would not be significant since fluorinated gases are primarily associated with industrial processes. Calculations were based on the methodologies discussed in the CAPCOA white paper (January 2008) and included the use of the California Climate Action Registry General Reporting Protocol (January 2009). Emissions associated with the proposed project were estimated using the California Emissions Estimator Model (CalEEMod) version 2013.2.2. Complete CalEEMod results and assumptions can be viewed in Appendix B.



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

Construction activities associated with the proposed project would generate temporary GHG emissions primarily due to the operation of construction equipment and truck trips. Operational emissions include emissions from energy use (electricity and natural gas production), area sources (consumer products and landscape maintenance), waste generation (emissions from waste decomposition at landfills), water sources (electricity to supply water to the project site), and mobile sources (vehicles traveling to and from the project site). Emissions were calculated in CalEEMod based on the increase in daily trips estimated in the project traffic study and assuming additional liveaboard residents. GHG emissions associated with the proposed project are shown in Table 4. As shown, total operational emissions are estimated at 62 metric tons CO₂E per year, which is lower than the recommended 3,000 metric ton threshold.

LESS THAN SIGNIFICANT IMPACT

**Table 4
 Annual Greenhouse Gas Emissions**

Emission Source	Annual Emissions (CO₂E)
Construction ¹	1 metric ton
Operation	
Area	<0.01 metric tons
Energy	6 metric tons
Solid Waste	1 metric tons
Water	1 metric tons
Mobile	53 metric tons
Total	62 metric tons

*Sources: See Appendix B for calculations and for GHG emission factor assumptions.
¹ For the purpose of comparing construction emissions with annual emissions from operation of the proposed project, total construction emissions are amortized over a 30-year period (the assumed life of the project).*

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

Neither the VCAPCD, the Ventura Port District, nor the City of Ventura have an adopted Climate Action Plan or any other adopted plan, policy, or regulation adopted for the purpose of reducing GHG emissions.

Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities' strategies (SCS) in regional transportation plans (RTPs) for the purpose of reducing GHG emissions. In April 2012, the Southern California Association of Government (SCAG) adopted the 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). SCAG's RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to "promote the development of better places to live and work through measures that encourage more compact development, varied housing options, bike and pedestrian improvements, and



efficient transportation infrastructure.” The proposed project involves expanding an existing marina. It would involve enhancement of existing facilities within an urbanized area. The proposed project would not conflict with the RTP/SCS.

Executive Order (EO) S-3-05 was issued by the Governor in June 2005. EO S-3-05 sets a GHG emission reduction target of 1990 levels by 2020. Assembly Bill 32, the “California Global Warming Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020 (essentially a 25% reduction below 2005 emission levels) and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006, published the *Climate Action Team Report* (CAT Report) (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. The strategies include a variety of techniques aimed at the reduction of passenger and light duty truck emissions, reduction of energy and water use and increased recycling. In addition, in 2008 the California Attorney General published *The California Environmental Quality Act Addressing Global Warming Impacts at the Local Agency Level* (Office of the California Attorney General, Global Warming Measures Updated May 21, 2008). This document provides information that may be helpful to local agencies in carrying out their duties under CEQA as they relate to global warming. Included in this document are various measures that may reduce the global warming related impacts of a project such as reducing water use and encouraging smart land use. The proposed project is located adjacent to existing roadways and near commercial and retail. The proposed project would not conflict with applicable CAT strategies or 2008 Attorney General Greenhouse Gas Reduction Measures.

According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (May 2009), climate change has the potential to induce sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. The proposed project includes increasing the piling height for the docks in order to reduce tsunami risk. Increasing the piling height would also serve to protect against potential future sea level rise and would extend the life of the dock structure.

The proposed project would not conflict with applicable plans, policies, or regulations adopted for the purpose of reducing the emissions of GHGs and would be consistent with the objectives of the RTP/SCS, AB 32, SB 97 and SB 375.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
-- Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



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

The proposed project involves relocation of and improvements to an existing fuel dock. Transportation and storage of fuel would occur as part of project operations. However, these operations would be comparable to existing conditions. The number of boats fueled at the existing fuel dock can range from about 2 to 6 Monday through Thursday and 15 to 30 on weekends. Use of the fuel pumps may increase with the proposed project as the proposed project would increase the number of boat slips. However, the amount of the increase cannot be predicted at this time.

The proposed new fuel dock would include various improvements that would reduce the potential for releases of hazardous materials. These include:

- *Improvements to feeder lines and new digital fuel pumps, which would provide a higher pump capacity*
- *Extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips*
- *Spill resistant nozzles built to current code requirements*
- *Easy access kill switches*
- *New gauges and a stable, new docking area*

The facility would be required to meet City Code standards as well as applicable requirements of Title 23 of the California Code of Regulations. Compliance with State and City regulations regarding the transport and storage of fuels would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

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?

The proposed project would involve transportation and storage of fuel as part of project operations. However, these operations would be comparable to existing conditions. In addition, as discussed in item a, the new fuel dock would include various improvements that would reduce the potential for an accidental release of fuel as compared to the existing fuel dock. The new facility would be required to meet current City Code standards as well as the California Building and Fire Codes. Compliance with City and State regulations regarding transport and storage of fuels and planning for foreseeable upset and accident conditions would reduce impacts to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

c) Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?



The closest school is Pierpont Elementary School, located approximately 0.6 miles northwest of the project site. The proposed project would not emit hazardous materials in the vicinity of an existing school.

NO IMPACT

d) Would the project be located on a site which 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?

According to the Envirostor database maintained by the Department of Toxic Substances Control (<http://www.envirostor.dtsc.ca.gov/public/>), and GeoTracker database maintained by the State Water Resources Control Board (<http://geotracker.waterboards.ca.gov/>), the project site is not included in a list of hazardous material sites. The project site is not on any hazardous materials site compiled pursuant to Government Code Section 65962.5.

There is one leaking underground storage tank within 1,000 feet of the project site located at 1404 Anchors Way Drive (Dave's Marine Fuel). However, this is listed as Completed-Case Closed, meaning that the site has been cleaned up and no hazards remain.

LESS THAN SIGNIFICANT IMPACT

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 for people residing or working in the project area?

The project site is located approximately six miles northwest of the Oxnard Airport. The site is not located within the Oxnard Airport land use plan (Airport Comprehensive Land Use Plan for Ventura County, 2000).

NO IMPACT

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

The project site is not located within the vicinity of a private airstrip.

NO IMPACT

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

The proposed project would involve replacement and expansion of an existing marina and associated facilities on a developed project site. Harbor Boulevard near the project site is listed as an evacuation route in the Ventura County Operational Area Tsunami Evacuation Plan (August 2006). The proposed project would not add substantial traffic such that Harbor Boulevard would be congested and prevent emergency response (see Section XVI, *Transportation/Traffic*). The proposed project would be required to comply with applicable California Fire Code requirements regarding emergency access and Ventura Harbor Ordinance (Ventura Port District, Ordinance #44, adopted 2004, amended 2008) requirements regarding



emergency access. The proposed project would not interfere with any emergency response or evacuation plan.

LESS THAN SIGNIFICANT IMPACT

h) Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

According to the 2005 Ventura General Plan Final EIR Figure 4.11-2, the project site is not located in a wildland fire hazard zone. The project site is in an urbanized area within the Ventura Harbor. Thus, the proposed project would not expose persons or structures to wildfire hazard risks.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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IX. HYDROLOGY AND WATER QUALITY

-- Would the project:

a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
-- Would the project:				
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Result in inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) *Would the project violate any water quality standards or waste discharge requirements?*

The proposed project would involve temporary disturbance of the waters within Ventura Harbor. Construction activities would create temporary increases in turbidity and associated reduction in water quality.

The proposed project is subject to various local, state, and federal regulations and permits regarding impacts to water resources. The Ventura County Watershed Protection District, the California Department of Water Resources, and the Los Angeles Regional Water Quality Control Board are the primary agencies responsible for the protection of watersheds, floodplains, water bodies, and water quality in the area. The federal government administers the National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters.

Section 10 of the Clean Water Act (33 U.S.C. 403) covers construction, excavation, or deposition of materials in, over, or under navigable water of the United States, or any work which would affect the course, location, condition or capacity of those waters. Actions requiring Section 10 permits include structures (e.g., piers, wharfs, breakwaters, bulkheads, jetties, weirs,



transmission lines) and work such as dredging or disposal of dredged material, or excavation, filling or other modifications to the navigable waters of the United States. The proposed project would require a Section 10 permit for construction activities. The Section 10 permit would require best management practices (BMPs) to reduce pollution and sedimentation from the project site into Ventura Harbor. Specific measures may include the following:

- *No contamination by cement, concrete, asphalt, washings, paint, etc. is permitted. Hazardous materials shall not be placed where they may accidentally spill or run off into the Harbor.*
- *No debris, soil, construction materials, concrete wash water, fluids, etc. shall be placed where they may be washed by rainfall or runoff into the Harbor.*
- *Harbor water may not be used for any construction activity (e.g. dust control, concrete mix).*
- *Stationary equipment (motors, pumps, generators, welders) located adjacent to the Harbor must be positioned over drip pans (e.g. plastic with sand bags).*
- *Oil absorbent pads must be onsite at all times in case of a spill. Spills shall be cleaned up immediately.*
- *Equipment and vehicles should be regularly checked and be properly maintained to prevent leaks.*
- *Staging, storage, fueling, and maintenance of equipment/vehicles shall occur as far away as possible from the Harbor water.*
- *Stockpiles must be covered during construction.*

The primary regulatory agency relevant to the protection of water quality is the State Water Resources Control Board. The Board establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water or groundwater. NPDES permits are issued pursuant to Water Code Chapter 5.5, which implements the Federal Clean Water Act. Prohibited discharges are established locally by the Los Angeles Regional Water Quality Control Board. The NPDES General Construction Permit would not apply to the proposed project because construction activities would disturb less than one acre of land surface and would not be part of a larger common plan of development or the sale of one or more acres of disturbed land surface (California General Construction Permit 2009-0009-DWQ as amended by 2010-0014-DWQ, Modified September 2011).

Because the project site is within the City of Ventura, the applicant would be required to comply with applicable Municipal Code requirements, such as Section 8.600.430(B), Best Management Practices, as shown below, during construction activities:

Notwithstanding the presence or absence of requirements promulgated pursuant to the foregoing subsection A., any person engaged in activities or operations, or owning facilities or property, which will or may result in pollutants entering the storm drain system, or watercourses will implement best management practices to the extent they are technologically and economically achievable to prevent and reduce such pollutants.

The proposed project would also include the upgrade of existing on-site storm drain inlets with sand filters to reduce the amount of debris and trash entering harbor water from the project site. The locations of the inlets would not change. In addition, as discussed in Section



IV, *Biological Resources*, the proposed project would be subject to a Clean Marina Plan (see Appendix D) which would ensure that the long-term water-borne berthing of boats at the marina would be managed in a manner that protects water quality. The Clean Marina Plan includes rules and policies regarding oil containment, spill response, parking lot cleaning, landscaping irrigation, storm drain cleaning, etc. Continued implementation and enforcement of the policies and rules contained in the Clean Marina Plan would reduce the potential for pollutants to enter the harbor and affect water quality.

With compliance with the regulations described above and enforcement of the existing Clean Marina Plan, impacts to water quality would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

As described in Section XVII, *Utilities and Service Systems*, the proposed project would incrementally increase water demand. Water would be provided by the City of Ventura, which receives 47% of its water from groundwater sources (City of Ventura UWMP, 2011). However, the water demand associated with the proposed project would not be enough to substantially deplete groundwater supply, nor would the project interfere with groundwater recharge.

LESS THAN SIGNIFICANT IMPACT

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Within the project area, surface water is transported overland via sheet flow, which is directed to a system of catch basins and storm drains along Anchors Way Drive and within the surface parking to vegetated areas, or directly into the Harbor. Within the project site, stormwater is transported through the existing rock revetment or via sheet flow on the launch ramp into Ventura Harbor.

The proposed project involves expansion of docks, re-paving of a parking area, adding additional restroom facilities, and other improvements to an existing marina. The proposed project would not alter the course of a stream or river and would not substantially alter the existing drainage pattern of the site. Therefore, it would not result in substantial erosion or siltation on- or off-site.

NO IMPACT

d) Would the project substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?



The project site is currently developed. The proposed project would involve re-paving an existing parking area and removing some landscaping. This would involve replacing some pervious landscaping areas with impervious asphalt materials. However, the increase in impervious surfaces would be minimal and would not substantially alter the existing drainage pattern of the site. Therefore, the proposed project would not alter the existing drainage pattern of the site such that flooding on-or off-site would occur.

NO IMPACT

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Currently, stormwater runoff is transported overland via sheet flow, which is directed to a system of catch basins and storm drains along Anchors Way Drive, to vegetated areas off-site, or directly into the Harbor. The portion of the project site on land is almost entirely covered with impervious surfaces. The proposed project would involve re-paving of an existing parking lot and addition of restroom facilities on areas already covered with impervious surfaces. The proposed project would not substantially increase the amount of runoff from the project site. Therefore, the proposed project would not generate stormwater volumes exceeding the capacity of stormwater drainage systems or provide substantial additional sources of polluted runoff.

LESS THAN SIGNIFICANT IMPACT

f) Would the project otherwise substantially degrade water quality?

Sources of water pollution in Ventura Harbor may include: stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, and coliform bacteria; illegal waste dumping can introduce contaminants such as gasoline, pesticides, herbicides, and other harmful chemicals; sediment from the rock revetment along the shoreline of the Harbor; and fuel leaks from boats or fuel docks within and adjacent to the Harbor.

With adherence to applicable regulations and policies mentioned above under part (a) during construction and operation, the project would not substantially degrade water quality.

LESS THAN SIGNIFICANT IMPACT

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The western half of the project site is located on the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) panel number 06111C0745E, dated January 20, 2010, and the eastern half of the project site is located on panel number 06111C0885E, dated January 20, 2010. According to maps, portions of the project site are located in Zone AE and the Special Flood Hazard Area subject to inundation by a 100-year flood. The project site does not contain any habitable structures and no habitable structures would be developed with the proposed project. The proposed project would involve replacement of docks and associated



improvements. The proposed project would add additional boat slips, which may increase the number of live aboard residents on-site. However, residents that live aboard docked boats would not be subject to flood hazards. In addition, the proposed project involves increasing the piling height by five feet in order to protect against damage associated with storms and sea level rise.

LESS THAN SIGNIFICANT IMPACT

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The proposed project would involve replacing existing dock structures, relocating and improving a fuel dock, construction of additional restroom facilities, and re-paving of an existing parking lot. The proposed project would not involve any new structures which would impede or redirect flood flows.

NO IMPACT

i) Would the project expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?

The project site is within the potential dam inundation area for Bouquet Dam. The dam meets applicable safety requirements and is inspected by the Division of Dam Safety, California Department of Water Resources, twice per year to ensure they meet all safety requirements and that necessary maintenance is performed (2005 Ventura General Plan Final EIR, August 2005). The project site is not protected by any levees.

The proposed project does not involve any new habitable or other structures (other than restroom facilities) and would not expose additional people or structures to risk of loss, injury or death involving flooding as a result of the failure of a levee or dam.

NO IMPACT

j) Would the project result in inundation by seiche, tsunami, or mudflow?

The project site is not subject to inundation by seiche or mudflow due to the topography and location of the project site. The project site is located within the Ventura Harbor adjacent to the shoreline of the Pacific Ocean and is subject to inundation by tsunami. According to the Tsunami Inundation Map for Emergency Planning, Ventura Quadrangle, most of the project site is located within the Tsunami Inundation Area (California Department of Conservation, 2009).

The proposed project would involve replacement and expansion of docks and associated facilities. As part of the improvements to the marina, piling heights would be raised an additional five feet over the existing height for better potential tsunami protection. Therefore, although the project site is subject to tsunami-related hazards, the proposed project would reduce hazards due to potential inundation by tsunami compared to existing conditions.



LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
X. LAND USE AND PLANNING				
-- Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) *Would the project physically divide an established community?*

The project site is within Ventura Harbor. The proposed project involves improvements on an already developed site and does not include features that would physically divide an established community.

NO IMPACT

b) *Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?*

City of Ventura

The project site is zoned “Harbor Commercial” (HC), has a land use designation of “Commerce” and is within the Harbor Master Plan. The proposed project does not involve any change in land use. Rather, it involves improvements to and expansion of the existing marina. Therefore, the proposed project would be consistent with the applicable City of Ventura land use plans and policies.

California Coastal Act

The California Coastal Act of 1976 (Public Resources Code 30000 et. seq.) establishes policies guiding development and conservation along the California coast. Coastal Act policies fall into six general categories: (1) public access; (2) recreation; (3) marine environment; (4) land



resources; (5) development; and (6) industrial development. The Coastal Act requires local jurisdictions that are located (wholly or partly) in the coastal zone to prepare a Local Coastal Program (LCP) for the portion of the local jurisdiction that lies within the Coastal Zone. The LCP consists of a Land Use Plan (such as this General Plan) and an Implementation Plan (i.e., Zoning Regulations). The Coastal Commission must approve (i.e., “certify”) a City’s LCP in order to ensure that the LCP is consistent with, and achieves the objectives of, the Coastal Act. The project site is located within the coastal zone for the City of Ventura. The following analysis assesses the proposed project’s consistency with applicable policies of the Coastal Act that were adopted for the purpose of avoiding or mitigating and environmental impact.

Public Access

Article 2 of the Coastal Act provides a number of policies designed to ensure the public’s constitutionally endowed right of access to coastal resources. More specifically, Article 2 coastal access policies include, but are not limited to, the following: (1) access must be provided to coastal resources (Section 30210); (2) new development shall not interfere with existing public access to coastal resources (Section 30211); and (3) public access shall be provided in specific situations involving new development between the nearest public roadway and the shoreline (Section 30212).

The project site is located within Ventura Harbor and involves replacement and expansion of an existing marina to accommodate additional boat slips and associated facilities. The proposed project would not limit or interfere with public access to coastal resources or recreational activities or facilities. By providing additional boat slips, the proposed project would improve coastal access and opportunities for recreational boaters. The proposed project also involves re-paving and reconfiguration of an existing parking lot to provide additional parking spaces and improving pedestrian access by improving walkways. The potential layouts of the reconfigured parking lot are shown on figures 6 and 7 (Figure 6 shows a total of 111 spaces and no relocation of the existing fence between the parking lot and dry storage area, while Figure 7 shows relocation of the fence to provide a total of 123 spaces). About 5-17 parking spaces would be added, bringing total onsite parking to between 111 and 123 spaces. According to the minimum criteria for construction by lessees at Ventura Harbor, 0.75 parking spaces should be provided for each boat slip. The proposed project would provide 111-123 spaces, which more than meets the parking requirement for the proposed 80 boat slips. Per the Port District’s 2008 agreement with the Department of Boating and Waterways, the project would not use parking spaces at the adjacent boat launching facility, which is to be used solely for purposes of the boat launching facility (State of California, 2008).

Recreation

Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related recreational activities and facilities. Article 3 includes, but is not limited to, policies regulating the following recreational activities and facilities: (1) coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas (Section 30220); (2) oceanfront land suitable for recreational use (Section 30221); (3) private lands suitable for visitor-serving commercial recreational facilities (Section 30222); and (4) facilities designed to enhance recreational boating use of coastal waters (Section 30224).



The proposed project would increase recreational opportunities by providing additional boat slips for recreational boaters.

Marine Environment

Article 4 of the Coastal Act is designed to maintain, enhance, and restore marine resources. More specifically, Article 4 includes, but is not limited to, policies intended to achieve the following: (1) maintenance of the biological productivity and quality of coastal waters, streams, wetlands, estuaries, and lakes (Section 30231) and (2) protection of commercial fishing and recreational boating facilities (Section 30234).

As discussed in Section IV, *Biological Resources*, the proposed project would not significantly affect biological productivity. As discussed in Section IX, *Hydrology and Water Quality*, the proposed project would not significantly affect the productivity and quality of coastal waters. The proposed project involves expansion of existing recreational boating facilities. Therefore, although the proposed project would temporarily disturb the coastal environment in and around the marina during demolition and construction, it would not degrade the marine environment in the long term.

Land Resources, Development, and Industrial Development

Article 5 of the Coastal Act applies to development and local regulatory actions that involve environmentally sensitive habitat (Section 30240), the maintenance or conversion of agricultural lands (Section 30241-30243), and archaeological or paleontological resources (Section 30244). Article 6 of the Coastal Act applies to new development in the Coastal Zone and Article 7 includes policies that apply to coastal-dependent industrial development.

The proposed project would not involve environmentally sensitive habitat (see Section IV, *Biological Resources*), the conversion of agricultural land (see Section II, *Agriculture and Forest Resources*), or impacts to archaeological or paleontological resources (see Section V, *Cultural Resources*). The proposed project would not involve any new development or industrial development. These policies would not apply.

The proposed project would not conflict with Coastal Act policies regarding public access, recreation, or the marine environment. Other policies related to land development and industrial development would not apply. The proposed project would not conflict with Coastal Act policies or policies in the City of Ventura LCP.

LESS THAN SIGNIFICANT IMPACT

c) Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

No habitat conservation plans or natural community plans apply to the proposed project (2005 Ventura General Plan Final EIR, August 2005). Therefore, the proposed project would not conflict with any habitat or natural community plans.

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XI. MINERAL RESOURCES				
-- 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

According to the 2005 Ventura General Plan Final EIR (Figure 4.9-2), the project site is in Mineral Resource Protection Zone 1 (MRZ-1). This zone indicates that no significant aggregate resources are present. The project site includes commercial uses and does not involve any mineral mining.

NO IMPACT

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?

According to the 2005 Ventura General Plan Final EIR, oil production has played an integral role in the development of the west Ventura area. As shown on Figure 4.9-1 of the Final EIR, the project site is not located in a known petroleum field. The project site includes commercial uses and does not involve any petroleum mining.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
XII. NOISE				
-- Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XII. NOISE

-- Would the project result in:

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Fundamentals of Noise and Vibration

Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels to be consistent with that of human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Because of the logarithmic scale of the decibel unit, sound levels cannot be added or subtracted arithmetically. If a sound’s physical intensity is doubled, the sound level increases by 3 dBA, regardless of the initial sound level. For example, 60 dBA plus 60 dBA equals 63 dBA. Where ambient noise levels are high in comparison to a new noise source, the change in noise level would be less than 3 dBA. For example, 70 dBA ambient noise levels are combined with a 60 dBA noise source the resulting noise level equals 70.4 dBA.

Noise that is experienced at any receptor can be attenuated by distance or the presence of noise barriers or intervening terrain. Sound from a single source (i.e., a point source) radiates uniformly outward as it travels away from the source in a spherical pattern. The sound level attenuates (or drops off) at a rate of 6 dBA for each doubling of distance. For acoustically



absorptive, or soft, sites (i.e., sites with an absorptive ground surface, such as soft dirt, grass, or scattered bushes and trees), an excess ground attenuation value of 1.5 dBA per doubling of distance is normally assumed. A large object or barrier in the path between a noise source and a receiver can substantially attenuate noise levels at the receiver. The amount of attenuation provided by this shielding depends on the size of the object, proximity to the noise source and receiver, surface weight, solidity, and the frequency content of the noise source. Natural terrain features (such as hills and dense woods) and human-made features (such as buildings and walls) can substantially reduce noise levels. Walls are often constructed between a source and a receiver specifically to reduce noise. A barrier that breaks the line of sight between a source and a receiver will typically result in at least 5 dBA of noise reduction.

Vibration is a unique form of noise because its energy is carried through buildings, structures, and the ground, whereas noise is simply carried through the air. Thus, vibration is generally felt rather than heard. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. The vibration thresholds established by the Federal Transit Administration (FTA) are 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB during normal sleep hours for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools). The thresholds for the proposed project include 72 VdB during normal sleep hours for residences and hotels, as these are the only sensitive receptors in the vicinity of the site. In terms of ground-borne vibration impacts on structures, the FTA states that ground-borne vibration levels in excess of 100 VdB would damage fragile buildings and levels in excess of 95 VdB would damage extremely fragile historic buildings.

The most common and primary sources of noise in the project site vicinity are motor vehicles (e.g., automobiles, buses, and trucks) traveling along Anchors Way Drive and boats idling and traveling in the Harbor. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of its proximity to noise sensitive uses.

Regulatory Setting

The City of Ventura Noise Ordinance (Municipal Code § 10.650) prohibits unnecessary, excessive, or annoying noise in the City. The Ordinance does not control traffic noise on public rights-of-way, but applies to all noise sources located on private property, including traffic noise. As part of the Ordinance, properties within the City are assigned a noise zone based on their corresponding land use. “Noise-sensitive” properties are designated as Noise Zone I; residential properties are designated Noise Zone II; commercial properties are included in Noise Zone III, and industrial/agricultural districts are designated as Noise Zone IV. The Ordinance also limits the amount of noise generated by uses during normal operation that may affect surrounding areas. Table 5 shows the allowable exterior noise levels and corresponding times of day for each of the identified noise zones.



Table 5
Noise Zone Exterior Noise Limits

Designated Zone		Time Interval	Exterior Noise Levels (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

Source: City of Ventura Municipal Code, Section 10.650.130B

The noise standards shown in Table 5 apply to any noise-generating activity that exceeds the applicable level for a cumulative period of more than 30 minutes in any hour. For noise levels that last less than 30 minutes, the standards are as follows:

- *The exterior noise levels plus 5 dB for a total period of more than 15 minutes in any consecutive 60 minutes;*
- *The exterior noise levels plus 10 dB for a total period of more than 5 minutes in any consecutive 60 minutes; or*
- *The exterior noise levels plus 15 dB for a total period of more than 1 minute in any consecutive 60 minutes; or*
- *The exterior noise levels plus 20 dB for any period of time.*

Noise Zone II standards would apply to the noise-sensitive receptors closest to the project site, since the project site is bordered by residential uses to the northeast. Current noise standards for Zone II permit noise levels less than 50 dBA between 7:00 AM and 10:00 PM and noise levels less than 45 dBA between 10:00 PM and 7:00 AM.

a) Would the project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The proposed project involves expansion of and improvements to an existing marina. The proposed project does not involve new residential uses; however, the proposed project could result in the addition of live aboard residents on boats docked at the project site. The project site is not located near a major roadway, freeway, or other major noise generator. Noise levels would be comparable to existing conditions. The proposed project would not result in the exposure of persons to or generation of noise levels in excess of City of Ventura standards.

LESS THAN SIGNIFICANT IMPACT

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

The proposed project does not have any operational uses that generate groundborne vibration. During construction, the proposed project would involve re-paving of the existing parking area,



removal of dock structures and construction of new structures, which may involve pile driving. Depending on the equipment used, construction activities may generate groundbourne vibration.

Table 6 shows typical vibration levels associated with construction equipment.

As shown in Table 6, vibration levels could reach about 75 VdB at the timeshare facility approximately 100 feet northwest of the project site and 72 VdB at the residences 150 feet northeast of the site.

As discussed above, 100 VdB is the general threshold where minor damage can occur in fragile buildings. As vibration levels would not reach 100 VdB, structural damage would not occur as a result of construction activities. Vibration levels at the timeshare facility 100 feet from the project site could exceed the groundborne velocity threshold level of 72 VdB established by the Federal Transit Administration for residences and buildings where people normally sleep. Construction is not anticipated to take place during normal sleep hours. However, as discussed under part (d), construction activities would not occur during normal sleep hours.

Table 6
Vibration Levels for Construction Equipment

Equipment	Approximate VdB			
	50 Feet	100 Feet	150	200 Feet
Large Bulldozer	81	75	72	69
Loaded Trucks	80	74	71	68
Jackhammer	73	67	64	61
Small Bulldozer	52	46	43	40
Underwater Pile Driving	87	81	75	69

*Noise levels assume an attenuation rate of 6 VdB per doubling of distance.
 Source: Federal Transit Administration (FTA), May 2006; Federal Railroad Administration, 1998*

LESS THAN SIGNIFICANT IMPACT

c) Would the project result in a substantial permanent increase in ambient noise levels above levels existing without the project?

The proposed project would not involve a change in use on the project site, but would expand the dock facilities to accommodate an additional 40 boat slips (a doubling of boats) and would accommodate larger boats. Therefore, the proposed project could increase incrementally operational noise levels associated with engine idling and from boats entering and exiting the harbor and other activities at the project site. Boats entering and exiting the facility would pass in front of the Harbortown Point timeshare complex adjacent to the project site and thus may incrementally increase noise at that facility. However, project-generated boat noise would be intermittent and would constitute a small fraction of the overall boat-generated noise in the harbor, which has about 1,500 overall boat slips as well as a boat launch. The 3% increase in the overall number of boat slips in the Harbor would have a negligible effect on noise levels. Boats at the marina include and would continue to include a mix of sailboats and motor boats.



Sailboats would not involve high noise levels and motorboats would travel at low speeds (with low noise levels) within the harbor. The fuel dock would be relocated to be further away from timeshare complex to the north of the project site; therefore, noise associated with boat refueling (which generates a minimal amount of noise) would be reduced for nearby receptors. The route for boats entering and exiting the marina would not change compared to current conditions. The proposed project would not result in a substantial permanent noise increase above existing conditions.

LESS THAN SIGNIFICANT IMPACT

d) Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Construction and demolition activities associated with the project would temporarily increase noise levels in the vicinity of the project site. Construction of each project phase is expected to take about 4-6 months so the total time of construction would be 8-12 months. Typical noise levels associated with construction activities are shown in Table 7.

Noise levels at the timeshare facility 100 feet northwest of the project site may reach up to 83 dBA during paving activities. Section 10.650.150 of the City of Ventura Noise Ordinance exempts construction activities from the long-term operational standards discussed above, provided that they are conducted between 7:00 AM and 8:00 PM when people are generally less sensitive to noise. Therefore, since construction activities would be temporary and would be subject to the City’s Noise Ordinance timing requirements, impacts would be less than significant.

**Table 7
 Typical Noise Levels at Construction Sites**

Equipment Onsite	Typical Level (dBA) 50 Feet from the Source	Typical Level (dBA) 100 Feet from the Source	Typical Level (dBA) 150 Feet from the Source
Air Compressor	81	75	73
Backhoe	80	74	71
Concrete Mixer	85	79	76
Crane, mobile	83	77	74
Dozer	85	79	76
Jack Hammer	88	82	79
Paver	89	83	80
Saw	76	70	67
Truck	88	82	79
Underwater Pile Driving	88	82	79

*Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance.
 Source: Federal Transit Administration (FTA), May 2006; Noise From Construction Equipment and Operations, EPA PB 206 717*

LESS THAN SIGNIFICANT IMPACT



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

The project site is located approximately six miles northwest of Oxnard Airport. The proposed project is not located within the Oxnard Airport land use plan (Airport Comprehensive Land Use Plan for Ventura County, 2000).

NO IMPACT

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise?

The project site is not within the vicinity of a private airstrip.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIII. POPULATION AND HOUSING

-- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed project does not involve the construction of residential uses. However, people are allowed to live aboard docked boats. The allowed number of liveaboard residences is based on the available restroom facilities. Each toilet/shower can serve about five liveaboards. Because the proposed project would add up to four additional toilets and three additional showers, the allowed number of liveaboards could increase by 15.



The City's current population is approximately 108,387 (DOF, 2014). With the addition of up to 15 residents associated with the proposed project, the City's population would be 108,402. The Growth Forecast Appendix of SCAG's 2012-2035 Regional Transportation Plan, which was adopted in April 2012, projects that the City of Ventura's population will increase to 116,900 in 2020 and 128,800 in 2035 (SCAG, 2012). The City's 2005 General Plan Final EIR estimates the City will have a 2025 population between 126,153 and 133,160. An increase of 15 residents would be within 2025 and 2035 growth forecasts for the City. Therefore, the proposed project would be consistent with population forecasts for the City and would not generate substantial population growth.

LESS THAN SIGNIFICANT IMPACT

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

Currently, there are seven live aboard residents on four boats docked on the project site. The proposed project would involve expanding the existing dock structure. During Phase 1 of construction, boats would be moved to the other side of the docks. During Phase 2, the west side of the docks would be replaced and boats would be docked on the east side. Therefore, no temporary or long-term displacement of boats would occur. In addition, the proposed project would add live aboard residential opportunities and could provide housing for up to 15 additional residents.

NO IMPACT

c) Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As discussed above, the phased construction would avoid any temporary displacement of liveaboards. No people would be displaced in the long term.

NO IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XIV. PUBLIC SERVICES

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:

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a (i) 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 fire protection?

The project site is served by the Ventura Harbor Patrol, which provides water fire suppression, rescue, and emergency medical services, as well as the Ventura City Fire Department (VCFD) which provides landside fire suppression and emergency medical services. The Ventura Harbor Patrol provides both land and waterside services within the Ventura Harbor and the Harbor Patrol station is located approximately 1,000 feet northwest of the project site (Ventura Harbor Patrol website, accessed February 2015). The closest VCFD station is Station #5, located at 4225 East Main Street, approximately 3.5 miles east of the project site.

The proposed project involves repaving a parking lot and expansion of an existing marina and relocation of the fuel dock. Because the proposed project involves expansion of the marina, the proposed project may incrementally increase the number of emergency calls. However, the proposed project is within existing service areas and would not create the need for new or physically altered Harbor Patrol or VCFD facilities. In addition, the proposed project involves relocating and upgrading the existing fuel dock, which would reduce the risk of fire from the fuel facilities. Further, the proposed project includes the upgrade of an existing three-inch



diameter water line to a six-inch diameter. Therefore, the proposed project would increase water pressure and water availability for the fire department. The proposed project would be required to comply with all applicable regulations regarding fire prevention, including the Ventura Harbor Ordinance (Ventura Port District, Ordinance #44, adopted 2004, amended 2008) which includes provisions for emergency access, fire access, and regulations regarding flammable materials.

NO IMPACT

a (ii) 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 police protection?

The proposed project would be served by the City of Ventura Police Department (VPD). The VPD headquarters are located at 1425 Dowell Drive approximately 4 miles east of the project site. The proposed project would involve expansion of the existing marina. The proposed project may increase the number of live aboard residents, which may incrementally increase the need for police protection services. However, the proposed project involves installation of keyless card system for docks and the facilities to provide better safety and security. The incremental increase in the number of live aboard residents would not substantially affect demands on the VPD such that new or expanded facilities would be required.

NO IMPACT

a (iii) 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 schools?

The project site is within the boundary of the Ventura Unified School District. The existing yacht yard currently houses seven live aboard residents on four boats. The proposed project involves expansion of an existing yacht yard to increase the number of boat slips and associated facilities. With the increase in the number of boat slips as a result of the proposed project, the number of live aboard residents could increase. However, the exact number of future live aboard residents with the proposed project is unknown at this time. As the proposed project involves an approximate doubling of boat slips, it is assumed for the purposes of this analysis that the number of live aboard residents would double to 15 residents. However, it is unlikely that the proposed project would house school-aged children. Nonetheless, should the number of school-aged children increase as a result of the proposed project, the increase would be incremental and would not require the need for new or physically altered schools.

NO IMPACT

a (iv) 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 parks?



The proposed project involves expansion of the existing marina and may incrementally increase the population of Ventura by an estimated 15 residents. This incremental increase in the number of residents would not result in need for new or physically altered parks. (See also discussion below in Section XV, *Recreation*.)

NO IMPACT

a (v) 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 other public facilities?

The proposed project would not result in the need for any other new or physically altered government facilities.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XV. RECREATION

- 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?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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?

The proposed project involves expansion of the existing marina and may incrementally increase the population of Ventura by an estimated 15 residents. This incremental increase in the number of residents would not increase the use of existing parks and recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. The proposed project would improve recreational facilities for boaters by providing additional boat slips and associated recreational boating facilities.

NO IMPACT

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?



The proposed project involves expansion of an existing marina for recreational boaters. The environmental impacts associated with the proposed project are discussed throughout this document. No impact would occur.

NO IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVI. TRANSPORTATION/TRAFFIC

-- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of



transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?

Associated Transportation Engineers (ATE) prepared a traffic impact analysis for the proposed project (see Appendix C). The following is based on the ATE report.

The project site is served by a network of arterial roads and collector streets, including:

- **Harbor Boulevard** – a four-lane arterial roadway that extends north-south from the Ventura County Fairgrounds to Channel Islands Harbor in the City of Port Hueneme.
- **Schooner Drive** – a four-lane collector street that extends east-west between Anchors Way Drive and Harbor Boulevard.
- **Anchors Way Drive** – a two-lane roadway that extends from the northern harbor boundary to its terminus at Navigator Drive.

Access to the project site is provided via four driveway connections to Anchors Way Drive.

Project Trip Generation

Trip generation estimates for the proposed project were developed using data published in the San Diego Association of Governments (SANDAG) trip generation report for marinas. Table 8 shows the trip generation forecasts for the proposed project. As shown, the proposed project would generate an estimated 156 average daily trips (ADT), 5 AM peak hour trips, and 11 PM peak hour trips.

**Table 8
 Project Trip Generation**

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips (in/out)	Rate	Trips (in/out)
Marina	40 Boat Slips	4.0	160	0.12	5 (2/3)	0.28	11 (7/4)

Source: ATE, 2015

Project Trip Distribution

Trip distribution percentages were developed for project traffic based on traffic patterns observed at the Harbor Boulevard/Schooner Drive intersection.¹ Table 9 presents the trip distribution pattern developed for the proposed project.

¹ It is anticipated that only minimal traffic would access the project site via Beachmont Street because of the traffic calming devices along that residential street. Use of Beachmont Street to access the project site would be further reduced by a partial cul-de-sac planned at the terminus of Beachmont Street that would prevent vehicles on Beachmont Street from entering Anchors Way. Consequently, the analysis focuses on potential impacts at the Harbor Boulevard/Schooner Drive intersection.



**Table 9
 Project Trip Generation**

Origin/Destination	Direction	Distribution %
Harbor Boulevard	North	65%
Harbor Boulevard	South	35%

Source: ATE, 2015

Existing + Project Intersection Operations

Because traffic flow on city streets is generally most constrained at intersections, detailed traffic flow analysis focuses on intersection operations during peak travel periods. In rating intersection operations, “Level of Service” (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations. The City of Ventura considers LOS E as the acceptable standard for freeway interchange intersections and LOS D as the acceptable standard at Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City’s circulation system. The City does not have a level of service standard for non-Principal Intersections, except for those that are located on the CMP network, where LOS E is the acceptable standard.

Existing volumes for the Harbor Boulevard/Schooner Drive intersection were obtained from counts conducted in February 2015 (traffic counts are included as an appendix to the traffic study, Appendix C). Level of service for the study area intersections were calculated based on the “Intersection Capacity Utilization” (ICU) methodology parameters outlined in the City’s 2005 Ventura General Plan EIR.

Table 10 compares the delay time and LOS between existing conditions and existing conditions plus the proposed project. As shown, project development would not significantly impact traffic operations, and would not conflict with LOS standards adopted by the City of Ventura.

**Table 10
 Existing + Project AM and PM Peak Hour Levels of Service**

Intersection	Peak Hour	Existing		Existing + Project		Project-Added Trips	Significant Impact?
		ICU	LOS	ICU	LOS		
Harbor Boulevard/ Schooner Drive	AM	0.41	A	0.41	A	5	No
	PM	0.43	A	0.43	A	11	No

Source: ATE, 2015

Cumulative + Project Intersection Operations

Cumulative traffic volume forecasts for the Harbor Boulevard/Schooner Drive intersection were developed using data from the City’s General Plan Traffic Model and future developments in the harbor area. Development projects in the Harbor area include the Sonderman Marina project (104 new boat slips) and the Port District G&H Dock project (loss of 20 boat slips).



Table 11 compares the delay time and LOS between cumulative conditions and cumulative conditions plus the proposed project. As shown, project development would not significantly impact cumulative traffic operations, and would not conflict with LOS standards adopted by the City of Ventura.

**Table 11
 Cumulative + Project AM and PM Peak Hour Levels of Service**

Intersection	Peak Hour	Cumulative		Cumulative + Project		Project-Added Trips	Significant Impact?
		ICU	LOS	ICU	LOS		
Harbor Boulevard/ Schooner Drive	AM	0.44	A	0.44	A	5	No
	PM	0.64	B	0.64	B	11	No

Source: ATE, 2015 (see Appendix C).

LESS THAN SIGNIFICANT IMPACT

b) Would the project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

The Ventura County Congestion Management Program (CMP) road network is comprised of the state highway system and principal arterials in Ventura County. Harbor Boulevard near the project site is located within the CMP network (CMP, 2009). As shown above in tables 10 and 11, the proposed project would not significant affect operations on Harbor Boulevard.

LESS THAN SIGNIFICANT IMPACT

c) Would the project result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

The airport closest to the project site is the Oxnard Airport located approximately six miles southeast of the project site. The proposed project would not affect air traffic at this airport.

NO IMPACT

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

The project does not include any design features that would increase hazards. The proposed project would not involve a change in use on the project site and would not involve the use of vehicles or equipment, such as farm equipment or tractors, that would be incompatible with the existing land uses surrounding the area.

The project would add boat slips, accommodate larger boats, and include a relocated fuel dock. It would also extend the dock farther into the main harbor channel as compared to the existing dock. However, the extended dock would be consistent with the channel limit adopted by the Port District Commission in June 2014. In addition, new facilities would be built to current design standards and would not include any features that would create hazardous conditions.



As discussed in Section VIII, *Hazards and Hazardous Materials*, the new fuel dock is expected to improve safety conditions as compared to the existing facility. The larger boats can be accommodated within the proposed new docks and would not adversely affect safety conditions in Ventura Harbor.

LESS THAN SIGNIFICANT IMPACT

e) Would the project result in inadequate emergency access?

Emergency vehicles can currently access the project site by land via existing roadways and by water within the Harbor. The proposed project would not involve construction of new structures such that inadequate emergency access would occur. The project would be required to conform to safety regulations that specify adequate emergency access measures and would expand onsite parking. The site is located along an existing roadway lacking any identified significant safety hazards. The proposed project would not hinder emergency access or evacuation.

LESS THAN SIGNIFICANT IMPACT

f) Would the project conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

The project site includes pedestrian facilities in the form of sidewalks and ramps to the existing boat slips. Sidewalks are located along the water line and along Anchors Way Drive. No bicycle or public transit facilities are located on or near the project site.

The proposed project would improve pedestrian facilities by providing an ADA-compliant ramp on the promenade walkway, which would span the distance of the marina and connect to adjacent public walkways. The proposed project would not conflict with adopted pedestrian policies, plans or programs.

The proposed project would not affect public transit or bikeway facilities and would not conflict with adopted public transit or bikeway policies, plans, or programs.

LESS THAN SIGNIFICANT IMPACT

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS

-- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVII. UTILITIES AND SERVICE SYSTEMS

-- Would the project:

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Would the project exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

The proposed project would add up to four additional toilets and three additional showers to serve guests and residents. Therefore, the proposed project may incrementally increase wastewater generation compared to existing conditions.

The project site is within the service area of the City of Ventura's Water Department (Ventura Water), which provides water and wastewater services to most of the City. The Ventura Water Reclamation Facility, located in the Ventura Harbor area, treats most of the wastewater for the City, including the Downtown. This plant was originally designed with a capacity of 14 million gallons per day (MGD) and provides tertiary treatment, effluent filtration and chlorination/dechlorination. The effluent then discharges into the Santa Clara River Estuary. Solids handling consists of thickening, anaerobic digestion and dewatering by filter presses prior to land



application. Plant flow in 2004 averaged just under 9.0 MGD. A minimum of 5.6 MGD of the effluent is discharged to the Santa Clara Estuary as required by the City's Regional Water Quality Control Board (RWQCB) Permit. The remaining effluent is either transferred to recycling ponds, where a portion is delivered as reclaimed water, or lost through percolation or evaporation.

Additional demands on the City's wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR, which was reviewed by the South Coast Regional Water Quality Control Board (SCRWQCB). Liveaboards and day users of the docks could use new bathroom facilities and incrementally increase wastewater generation. However, as discussed in Section XIII, *Population and Housing*, the incremental increase in population that could be accommodated by the proposed project is within the growth forecast anticipated in the City's General Plan. Therefore, the proposed project would not generate wastewater exceeding wastewater treatment requirements of the SCRWQCB.

LESS THAN SIGNIFICANT IMPACT

b) Would the project require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed above, additional demands on the City's water and wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan Final EIR. The incremental increase in population that could be accommodated by the proposed project is within the growth projections anticipated in the City's General Plan and General Plan Final EIR. Therefore, the proposed project would not require the construction of new water or wastewater treatment facilities.

LESS THAN SIGNIFICANT IMPACT

c) Would the project require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

As discussed in Section IX(c), *Hydrology and Water Quality*, the proposed project would not increase the amount of impervious surfaces on the project site. Therefore, the proposed project would not increase stormwater runoff compared to existing conditions. Stormwater runoff levels would be comparable to existing conditions and stormwater would continue to flow to gutter facilities and catch basins along Anchors Way Drive and via sheet flow to the Harbor. The proposed project would not require the construction of new storm water drainage facilities or expansion of existing facilities.

LESS THAN SIGNIFICANT IMPACT

d) Would the project have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

The City of Ventura's Comprehensive Water Resources Report (CWRR) identifies the City's existing (as of May 1, 2014) baseline water demand as 17,343 AFY and the existing and reliable



water supply as 19,600 AFY. The future water supply projections range from 19,535 AFY to 20,935 AFY. The future water demand for all existing development that is either under construction or approved is projected to be 17,343 AFY according to the 2014 Comprehensive Water Resources Report.

The proposed project would involve adding additional restroom facilities which may incrementally increase on-site water demand. Assuming the two additional restroom facilities would use approximately 250 gallons per day, the proposed project would increase water demand by approximately 500 gallons per day or 0.56 acre feet per year. Therefore, the demand and build out would be within the City's estimate of water supply. The proposed project's estimated annual water supply of 0.56 AFY would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted.

LESS THAN SIGNIFICANT IMPACT

e) 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 proposed project would add up to four additional toilets and three additional showers to serve guests and residents. Therefore, the proposed project may incrementally increase wastewater generation compared to existing conditions. Wastewater flows from the project site are treated at the City's Ventura Water Reclamation Facility in the Harbor area near the mouth of the Santa Clara River. Additional demands on the City's wastewater systems have been anticipated in the 2005 General Plan and the 2005 General Plan FEIR. As discussed in Section XIII, *Population and Housing*, the proposed project is within the growth forecast anticipated in the City's General Plan. Therefore, the proposed project would not exceed the capacity of the Ventura Water Reclamation Facility.

LESS THAN SIGNIFICANT IMPACT

f) Would the project be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Solid waste disposal is an issue of regional and statewide significance, especially as landfills are approaching and/or reaching their capacities. In addition, the ability to develop new landfills is complicated by numerous environmental, regulatory and political concerns. Recycling and reusing waste materials provides significant additional environmental benefits such as reducing resource and energy use, conserving water, and reducing pollution, but recycling and reusing waste materials has not eliminated the need to develop new landfills.

Assembly Bill 939, passed in 1989, required all jurisdictions in California to increase their landfill diversion to 50% by the year 2000. In addition, AB 341 passed in 2012, sets a new statewide goal of achieving 75% landfill diversion by 2020. The bill also requires businesses generating more than 4 cubic yards of solid waste to recycle and requires owners of multi-family housing with 5 or more units to provide recycling for their tenants. New development projects in Ventura are required to implement site-specific source reduction, recycling, and re-use programs to comply with AB 939 and AB 341.



Construction and demolition projects can generate large amounts of waste. Demolition would generate the following materials requiring disposal:

- 20,320 cubic feet of cement
- 20,320 cubic feet of wood
- 83 wood pilings of different sizes
- 20 12" x 12' beams
- 40 4" x 20' cross beams

Most of the waste is recyclable, including asphalt, concrete, wood, cardboard and metal. As of January 1, 2011, the new *California Green Building Standards Code* (California Code of Regulations, Title 24, Part II, available online at <http://www.bsc.ca.gov/Home/CALGreen.aspx>) went into effect. Section 5.408 now requires all new construction projects to file and implement a construction and demolition Waste Management Plan (WMP). The City's Environmental Sustainability Division works in conjunction with its Building and Safety Division in reviewing and assisting applicants with their WMP plans. The WMP must be submitted and approved as part of the plan-check process before a building permit can be issued. Implementation of the WMP must result in diversion of at least 50% of the waste generated during a construction project.

Solid waste generated in the City of Ventura is typically hauled to Gold Coast Recycling and Transfer Station. Solid waste is sorted and either hauled to Toland Road Landfill (maximum permitted capacity of 1,500 tons per day) for disposal or segregated into recyclable materials and sent off to various recycling markets.

The proposed project would also add up to 15 additional liveaboards as well as additional day users of the docks. Using the per capita solid waste generation factor of 0.0096 tons per person per day from Table 4.11-17 of the 2005 General Plan Final EIR, the new liveaboards would generate an estimated 0.144 tons of additional solid waste per day. With a diversion rate of at least 50% in accordance with AB 939, the total net increase would be 0.072 tons per day. This incremental increase in solid waste generation would not exceed the capacity of local landfills. Solid waste associated with day users would be nominal and would not adversely affect local landfills.

LESS THAN SIGNIFICANT IMPACT

g) Would the project comply with federal, state, and local statutes and regulations related to solid waste?

As discussed under part (f), the proposed project would comply with applicable states and regulations including AB 939 and AB 341 and California Green Building Code regulations regarding construction and demolition waste.

LESS THAN SIGNIFICANT IMPACT



	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
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XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

As noted in Section IV, *Biological Resources*, impacts to biological resources are potentially significant but incorporation of this mitigation measures BIO-1 through BIO-4 would reduce impacts to wildlife to a less than significant level. As noted under Section V, *Cultural Resources*, the proposed project would not impact known cultural or historic resources. Potential impacts to important examples of the major periods of California history or prehistory would be less than significant.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

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)?



All potential environmental impacts of the project have been determined in this Initial Study to have no impact, a less than significant impact, or less than significant with mitigation incorporated. Cumulative impacts with some of the resource areas have been addressed in the individual resource sections above: Air Quality, Greenhouse Gases, Wastewater, Water Supply, and Solid Waste (see CEQA Guidelines Section 15064(h)(3)). As described in Section XVI, *Transportation/Traffic*, the proposed project would not contribute to any significant cumulative impacts. As noted in Section IV, *Biological Resources*, impacts to biological resources could be potentially significant and therefore mitigation measures BIO-1 through BIO-5 has been required to reduce potential impacts. Incorporation of these mitigation measures would reduce impacts to wildlife to a less than significant level. Development projects in the Harbor area include the Sonderman Marina project (104 new boat slips) and the Port District G&H Dock project (loss of 20 boat slips). These projects would have similar impacts to that of the proposed project with respect to traffic, hydrology and water quality, and biological resources. However, with adherence to existing regulations and implementation of standard mitigation there would be no cumulative impacts. As such, cumulative impacts would be less than significant (not cumulatively considerable).

LESS THAN SIGNIFICANT IMPACT

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

In general, impacts to human beings are associated with air quality, hazards and hazardous materials, traffic, and noise impacts. As detailed in the preceding sections, the proposed project would not result, either directly or indirectly, in adverse hazards related to air quality, hazards or hazardous materials, noise or traffic.

LESS THAN SIGNIFICANT IMPACT



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Appendix A

Air Quality Modeling Results



Ventura Harbor Marina and Yacht Yard Expansion Project Ventura County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.75	20,000.00	0
Gasoline/Service Station	1.00	Pump	0.00	141.17	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site size

Construction Phase - Estimated schedule

Trips and VMT - Estimated trips.

Vehicle Trips - Estimated 208 trips per day (ATE, 2015)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	PhaseEndDate	3/10/2016	3/9/2016
tblConstructionPhase	PhaseStartDate	2/26/2016	2/25/2016
tblLandUse	LotAcreage	0.45	0.75
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	162.78	208.00
tblVehicleTrips	SU_TR	162.78	208.00
tblVehicleTrips	WD_TR	162.78	208.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Energy	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Mobile	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
Total	0.9987	0.5770	3.4068	3.7700e-003	0.2529	5.6800e-003	0.2586	0.0674	5.2300e-003	0.0727		319.0328	319.0328	0.0166	2.0000e-005	319.3865

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Energy	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Mobile	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
Total	0.9987	0.5770	3.4068	3.7700e-003	0.2529	5.6800e-003	0.2586	0.0674	5.2300e-003	0.0727		319.0328	319.0328	0.0166	2.0000e-005	319.3865

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of dock structures	Demolition	1/1/2016	1/14/2016	5	10	
2	Construction of dock structures	Building Construction	1/15/2016	2/25/2016	5	30	
3	Parking lot repaving	Paving	2/25/2016	3/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Parking lot repaving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition of dock structures	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of dock structures	Cranes	1	4.00	226	0.29
Construction of dock structures	Forklifts	2	6.00	89	0.20
Parking lot repaving	Pavers	1	7.00	125	0.42
Parking lot repaving	Rollers	1	7.00	80	0.38
Demolition of dock structures	Rubber Tired Dozers	1	1.00	255	0.40
Construction of dock structures	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition of dock structures	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Parking lot repaving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction of dock structures	5	8.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition of dock structures	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Parking lot repaving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition of dock structures - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674		1,193.6106	1,193.6106	0.2386		1,198.6217

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645
Total	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645

3.2 Demolition of dock structures - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217
Total	1.3122	11.2385	8.7048	0.0120		0.8039	0.8039		0.7674	0.7674	0.0000	1,193.6106	1,193.6106	0.2386		1,198.6217

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645
Total	0.0384	0.0438	0.4340	9.3000e-004	0.0822	6.3000e-004	0.0828	0.0218	5.8000e-004	0.0224		77.8796	77.8796	4.0400e-003		77.9645

3.3 Construction of dock structures - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646		1,178.5549	1,178.5549	0.3555		1,186.0202

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0305	0.2981	0.4212	6.7000e-004	0.0197	4.8500e-003	0.0246	5.6100e-003	4.4600e-003	0.0101		66.5338	66.5338	4.6000e-004		66.5433
Worker	0.0307	0.0350	0.3472	7.5000e-004	0.0657	5.1000e-004	0.0662	0.0174	4.7000e-004	0.0179		62.3037	62.3037	3.2300e-003		62.3716
Total	0.0612	0.3332	0.7684	1.4200e-003	0.0855	5.3600e-003	0.0908	0.0230	4.9300e-003	0.0280		128.8374	128.8374	3.6900e-003		128.9149

3.3 Construction of dock structures - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202
Total	1.3816	13.7058	8.2122	0.0113		0.9398	0.9398		0.8646	0.8646	0.0000	1,178.5549	1,178.5549	0.3555		1,186.0202

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0305	0.2981	0.4212	6.7000e-004	0.0197	4.8500e-003	0.0246	5.6100e-003	4.4600e-003	0.0101		66.5338	66.5338	4.6000e-004		66.5433
Worker	0.0307	0.0350	0.3472	7.5000e-004	0.0657	5.1000e-004	0.0662	0.0174	4.7000e-004	0.0179		62.3037	62.3037	3.2300e-003		62.3716
Total	0.0612	0.3332	0.7684	1.4200e-003	0.0855	5.3600e-003	0.0908	0.0230	4.9300e-003	0.0280		128.8374	128.8374	3.6900e-003		128.9149

3.4 Parking lot repaving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3168	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113		1,083.583 2	1,083.583 2	0.2969		1,089.817 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360
Total	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360

3.4 Parking lot repaving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.1203	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 2	1,083.583 2	0.2969		1,089.817 5
Paving	0.1965					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3168	10.6282	7.2935	0.0111		0.6606	0.6606		0.6113	0.6113	0.0000	1,083.583 2	1,083.583 2	0.2969		1,089.817 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360
Total	0.0691	0.0788	0.7812	1.6800e-003	0.1479	1.1400e-003	0.1490	0.0392	1.0500e-003	0.0403		140.1833	140.1833	7.2700e-003		140.3360

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841
Unmitigated	0.5624	0.5761	3.4008	3.7700e-003	0.2529	5.6000e-003	0.2585	0.0674	5.1500e-003	0.0726		318.0370	318.0370	0.0165		318.3841

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	208.00	208.00	208.00	119,843	119,843
Parking Lot	0.00	0.00	0.00		
Total	208.00	208.00	208.00	119,843	119,843

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.474465	0.063133	0.180505	0.158349	0.070139	0.010387	0.013452	0.017129	0.000779	0.000670	0.005599	0.000320	0.005072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
NaturalGas Unmitigated	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	8.36964	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Total		9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Gasoline/Service Station	0.00836964	9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		9.0000e-005	8.2000e-004	6.9000e-004	0.0000		6.0000e-005	6.0000e-005		6.0000e-005	6.0000e-005		0.9847	0.9847	2.0000e-005	2.0000e-005	0.9907

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Unmitigated	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.7100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Total	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	4.7100e-003					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.4310					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	5.1000e-004	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118
Total	0.4362	5.0000e-005	5.3100e-003	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.0112	0.0112	3.0000e-005		0.0118

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix B

Greenhouse Gas Modeling Results



Ventura Harbor Marina and Yacht Yard Expansion Project

Ventura County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	50.00	Space	0.75	20,000.00	0
Gasoline/Service Station	1.00	Pump	0.00	141.17	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	630.89	CH4 Intensity (lb/MWhr)	0.029	N2O Intensity (lb/MWhr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Site size

Construction Phase - Estimated schedule

Trips and VMT - Estimated trips.

Vehicle Trips - Estimated 208 trips per day (ATE, 2015)

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	30.00
tblConstructionPhase	PhaseEndDate	3/10/2016	3/9/2016
tblConstructionPhase	PhaseStartDate	2/26/2016	2/25/2016
tblLandUse	LotAcreage	0.45	0.75
tblProjectCharacteristics	OperationalYear	2014	2017
tblVehicleTrips	ST_TR	162.78	208.00
tblVehicleTrips	SU_TR	162.78	208.00
tblVehicleTrips	WD_TR	162.78	208.00

2.0 Emissions Summary

2.2 Overall Operational**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Energy	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5728	5.5728	2.5000e-004	5.0000e-005	5.5950
Mobile	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Waste						0.0000	0.0000		0.0000	0.0000	0.1096	0.0000	0.1096	6.4800e-003	0.0000	0.2457
Water						0.0000	0.0000		0.0000	0.0000	4.2100e-003	0.0754	0.0796	4.4000e-004	1.0000e-005	0.0921
Total	0.1733	0.1036	0.5563	6.9000e-004	0.0452	1.0200e-003	0.0462	0.0121	9.4000e-004	0.0130	0.1138	58.4988	58.6127	9.8900e-003	6.0000e-005	58.8406

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Energy	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	5.5728	5.5728	2.5000e-004	5.0000e-005	5.5950
Mobile	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Waste						0.0000	0.0000		0.0000	0.0000	0.1096	0.0000	0.1096	6.4800e-003	0.0000	0.2457
Water						0.0000	0.0000		0.0000	0.0000	4.2100e-003	0.0754	0.0796	4.4000e-004	1.0000e-005	0.0921
Total	0.1733	0.1036	0.5563	6.9000e-004	0.0452	1.0200e-003	0.0462	0.0121	9.4000e-004	0.0130	0.1138	58.4988	58.6127	9.8900e-003	6.0000e-005	58.8406

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition of dock structures	Demolition	1/1/2016	1/14/2016	5	10	
2	Construction of dock structures	Building Construction	1/15/2016	2/25/2016	5	30	
3	Parking lot repaving	Paving	2/25/2016	3/9/2016	5	10	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Parking lot repaving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition of dock structures	Concrete/Industrial Saws	1	8.00	81	0.73
Construction of dock structures	Cranes	1	4.00	226	0.29
Construction of dock structures	Forklifts	2	6.00	89	0.20
Parking lot repaving	Pavers	1	7.00	125	0.42
Parking lot repaving	Rollers	1	7.00	80	0.38
Demolition of dock structures	Rubber Tired Dozers	1	1.00	255	0.40
Construction of dock structures	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition of dock structures	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Parking lot repaving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Construction of dock structures	5	8.00	3.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Demolition of dock structures	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Parking lot repaving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition of dock structures - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565
Total	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565

3.2 Demolition of dock structures - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369
Total	6.5600e-003	0.0562	0.0435	6.0000e-005		4.0200e-003	4.0200e-003		3.8400e-003	3.8400e-003	0.0000	5.4141	5.4141	1.0800e-003	0.0000	5.4369

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565
Total	1.8000e-004	2.1000e-004	2.1200e-003	0.0000	4.0000e-004	0.0000	4.1000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3561	0.3561	2.0000e-005	0.0000	0.3565

3.3 Construction of dock structures - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391
Total	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	4.5100e-003	5.5300e-003	1.0000e-005	2.9000e-004	7.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	0.9097	0.9097	1.0000e-005	0.0000	0.9098
Worker	4.2000e-004	5.1000e-004	5.0900e-003	1.0000e-005	9.7000e-004	1.0000e-005	9.8000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8546	0.8546	4.0000e-005	0.0000	0.8555
Total	8.4000e-004	5.0200e-003	0.0106	2.0000e-005	1.2600e-003	8.0000e-005	1.3400e-003	3.4000e-004	8.0000e-005	4.1000e-004	0.0000	1.7643	1.7643	5.0000e-005	0.0000	1.7654

3.3 Construction of dock structures - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391
Total	0.0207	0.2056	0.1232	1.7000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	16.0375	16.0375	4.8400e-003	0.0000	16.1391

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	4.5100e-003	5.5300e-003	1.0000e-005	2.9000e-004	7.0000e-005	3.6000e-004	8.0000e-005	7.0000e-005	1.5000e-004	0.0000	0.9097	0.9097	1.0000e-005	0.0000	0.9098
Worker	4.2000e-004	5.1000e-004	5.0900e-003	1.0000e-005	9.7000e-004	1.0000e-005	9.8000e-004	2.6000e-004	1.0000e-005	2.6000e-004	0.0000	0.8546	0.8546	4.0000e-005	0.0000	0.8555
Total	8.4000e-004	5.0200e-003	0.0106	2.0000e-005	1.2600e-003	8.0000e-005	1.3400e-003	3.4000e-004	8.0000e-005	4.1000e-004	0.0000	1.7643	1.7643	5.0000e-005	0.0000	1.7654

3.4 Parking lot repaving - 2016

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	9.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.5800e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417
Total	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417

3.4 Parking lot repaving - 2016

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.6000e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433
Paving	9.8000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.5800e-003	0.0531	0.0365	6.0000e-005		3.3000e-003	3.3000e-003		3.0600e-003	3.0600e-003	0.0000	4.9151	4.9151	1.3500e-003	0.0000	4.9433

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417
Total	3.2000e-004	3.8000e-004	3.8200e-003	1.0000e-005	7.3000e-004	1.0000e-005	7.3000e-004	1.9000e-004	1.0000e-005	2.0000e-004	0.0000	0.6410	0.6410	3.0000e-005	0.0000	0.6417

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069
Unmitigated	0.0937	0.1035	0.5557	6.9000e-004	0.0452	1.0100e-003	0.0462	0.0121	9.3000e-004	0.0130	0.0000	52.8497	52.8497	2.7200e-003	0.0000	52.9069

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Gasoline/Service Station	208.00	208.00	208.00	119,843	119,843
Parking Lot	0.00	0.00	0.00		
Total	208.00	208.00	208.00	119,843	119,843

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Gasoline/Service Station	9.50	7.30	7.30	2.00	79.00	19.00	14	27	59
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.474465	0.063133	0.180505	0.158349	0.070139	0.010387	0.013452	0.017129	0.000779	0.000670	0.005599	0.000320	0.005072

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5.4098	5.4098	2.5000e-004	5.0000e-005	5.4310
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	5.4098	5.4098	2.5000e-004	5.0000e-005	5.4310
NaturalGas Mitigated	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640
NaturalGas Unmitigated	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Gasoline/Service Station	3054.92	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640	
Total		2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640	

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Gasoline/Service Station	3054.92	2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		2.0000e-005	1.5000e-004	1.3000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1630	0.1630	0.0000	0.0000	0.1640

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Gasoline/Service Station	1304.41	0.3733	2.0000e-005	0.0000	0.3747
Parking Lot	17600	5.0365	2.3000e-004	5.0000e-005	5.0563
Total		5.4098	2.5000e-004	5.0000e-005	5.4310

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Gasoline/Service Station	1304.41	0.3733	2.0000e-005	0.0000	0.3747
Parking Lot	17600	5.0365	2.3000e-004	5.0000e-005	5.0563
Total		5.4098	2.5000e-004	5.0000e-005	5.4310

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Unmitigated	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Total	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	8.6000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0787					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	5.0000e-005	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004
Total	0.0796	0.0000	4.8000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	9.1000e-004	9.1000e-004	0.0000	0.0000	9.6000e-004

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	0.0796	4.4000e-004	1.0000e-005	0.0921
Unmitigated	0.0796	4.4000e-004	1.0000e-005	0.0921

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Gasoline/Service Station	0.0132819 / 0.0081405	0.0796	4.4000e-004	1.0000e-005	0.0921
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0796	4.4000e-004	1.0000e-005	0.0921

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Gasoline/Service Station	0.0132819 / 0.0081405	0.0796	4.4000e-004	1.0000e-005	0.0921
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		0.0796	4.4000e-004	1.0000e-005	0.0921

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.1096	6.4800e-003	0.0000	0.2457
Unmitigated	0.1096	6.4800e-003	0.0000	0.2457

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Gasoline/Service Station	0.54	0.1096	6.4800e-003	0.0000	0.2457
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.1096	6.4800e-003	0.0000	0.2457

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Gasoline/Service Station	0.54	0.1096	6.4800e-003	0.0000	0.2457
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		0.1096	6.4800e-003	0.0000	0.2457

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

Appendix C

Traffic Impact Analysis





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Scott A. Schell, AICP, PTP

March 16, 2015

15008_L02

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Ventura, California 93003

TRAFFIC IMPACT ANALYSIS FOR THE VENTURA HARBOR MARINA AND YACHT YARD EXPANSION PROJECT - VENTURA, CALIFORNIA

Associated Transportation Engineers (ATE) has prepared the following traffic impact analysis for the Ventura Harbor Marina and Yacht Yard Expansion Project. The analysis presents the trip generation estimates developed for the project and identifies potential project-specific and cumulative impacts to the surrounding street network based on the City of Ventura's impact thresholds.

PROJECT DESCRIPTION

The project site is located at 1644 Anchors Way Drive in the northern portion of the Ventura Harbor. Figure 1 (attached) presents the location of the project site within the harbor. The project is proposing to increase the number of boat slips from 40 to 79 (39 new boat slips) and relocate the existing fuel dock and bait receiver facilities. The new boat slips would be used by a mix of commercial and private vessels. Figure 2 presents the project site plan.

EXISTING CONDITIONS

Street Network

The project site is served by a network of arterial roads and collector streets as illustrated in Figure 1. The following text provides a brief description of the major components of the study-area street network.

Harbor Boulevard is a four-lane arterial roadway that extends north-south from the Ventura County Fairgrounds to Channel Islands Harbor in the City of Port Heuneme.

Schooner Drive is a four-lane collector street that extends east-west between Anchors Way Drive and Harbor Boulevard.

Anchors Way Drive is a two-lane roadway that extends from the northern harbor boundary to its terminus at Navigator Drive. Access to the project is provided via four driveway connections to Anchors Way Drive.

Existing Intersection Operations

Because traffic flow on city streets is generally most constrained at intersections, detailed traffic flow analyses focus on intersection operations during peak travel periods. In rating intersection operations, "Levels of Service" (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations. The City of Ventura considers LOS E as the acceptable standard at freeway interchange intersections and LOS D as the acceptable standard at the Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City's circulation system. The City does not have a level of service standard for non-Principal Intersections, except for those that are located on the CMP¹ network, where LOS E is the acceptable standard.

Existing traffic volumes for the Harbor Boulevard/Schooner Drive intersection were obtained from counts conducted for this study in February 2015 (count data attached for reference). Figure 3 present the existing traffic volumes for the study-area intersection.

Levels of service for the study-area intersection was calculated based on the "Intersection Capacity Utilization" (ICU) methodology parameters outlined in the City's 2005 Ventura General Plan EIR². Table 1 presents the existing A.M. and P.M. peak hour levels of service for the study-area intersection (LOS calculation worksheets are attached for reference).

¹ 2004-2005 Ventura County Congestion Management Program, Ventura County Transportation Commission, 2005.

² City of Ventura 2005 General Plan, Final Environmental Impact Report, City of Ventura, August 2005.

**Table 1
Existing Intersection Operations**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU	LOS	ICU	LOS
Harbor Boulevard/Schooner Drive	Signal	0.41	LOS A	0.43	LOS A

As shown in Table 1, the Harbor Boulevard/Schooner Drive intersection currently operates at LOS A during the peak hour periods. These operations are considered acceptable based on the City’s operating standards.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates for the proposed marina expansion were developed using data published in the San Diego Association of Governments (SANDAG) trip generation report for Marinas³. Table 2 presents the trip generation forecasts developed for the project.

**Table 2
Project Trip Generation Estimates**

Land-Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Marina	39 Boat Slips	4.0	156	0.12	5 (2/3)	0.28	11 (7/4)

The data presented in Table 2 show that the proposed marina expansion is forecast to generate 156 average daily trips (ADT), 5 A.M. peak hour trips, and 11 P.M. peak hour trips.

Project Trip Distribution

Trip distribution percentages were developed for project traffic based on traffic patterns observed at the Harbor Boulevard/Schooner Drive intersection. Table 3 presents the trip distribution pattern developed for the project. Figure 4 shows the distribution and assignment of project-generated trips to the study-area street network.

³ Trip Generators, San Diego County Association of Governments, April 2002.

Table 3
Project Trip Distribution Percentages

Origin/Destination	Direction	Distribution %
Harbor Boulevard	North	65%
Harbor Boulevard	South	35%
Total		100%

Existing + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Existing+Project traffic volumes presented on Figure 5. Tables 4 and 5 compare the Existing and Existing+Project LOS and identify impacts based on the City of Ventura's impact thresholds.

Table 4
Existing + Project Intersection Operations - A.M. Peak Hour

Location	ICU / LOS		Project-Added Trips	Impact?
	Existing	Existing + Project		
Harbor Boulevard/Schooner Drive	0.41/LOS A	0.41/LOS A	5	No

Table 5
Existing + Project Intersection Operations - P.M. Peak Hour

Location	ICU / LOS		Project-Added Trips	Impact?
	Existing	Existing + Project		
Harbor Boulevard/Schooner Drive	0.43/LOS A	0.43/LOS A	11	No

The data presented in Tables 4 and 5 indicate that the Harbor Boulevard/Schooner Drive intersection would continue to operate at LOS A with Existing+Project traffic volumes. The proposed marina expansion would not generate significant impacts to the study-area intersection based on the City's impact thresholds.

CUMULATIVE ANALYSIS

Cumulative Traffic Volumes

Cumulative traffic volume forecasts for the Harbor Boulevard/Schooner Drive intersection were developed using data from the City’s General Plan Traffic Model and future developments in the harbor area. Figure 5 presents the cumulative peak hour traffic volumes for the study-area intersection.

Cumulative + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Cumulative Cumulative + Project traffic volumes presented on Figure 6. Tables 6 and 7 compare the Cumulative and Cumulative + Project LOS and identify impacts based on the City of Ventura’s impact thresholds.

**Table 6
Cumulative + Project Intersection Operations - A.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Cumulative	Cumulative + Project		
Harbor Boulevard/Schooner Drive	0.44/LOS A	0.44/LOS A	5	No

**Table 7
Cumulative + Project Intersection Operations - P.M. Peak Hour**

Location	ICU / LOS		Project-Added Trips	Impact?
	Cumulative	Cumulative + Project		
Harbor Boulevard/Schooner Drive	0.64/LOS B	0.64/LOS B	11	No

The data presented in Tables 6 and 7 indicate that the Harbor Boulevard/Schooner Drive intersection is forecast to operate at LOS B or better with the addition of cumulative traffic. The proposed marina expansion would not generate cumulative significant impacts to the study-area intersection based on the City’s impact thresholds.

This concludes our traffic impact analysis for the Ventura Harbor Marina and Yacht Yard Expansion Project.

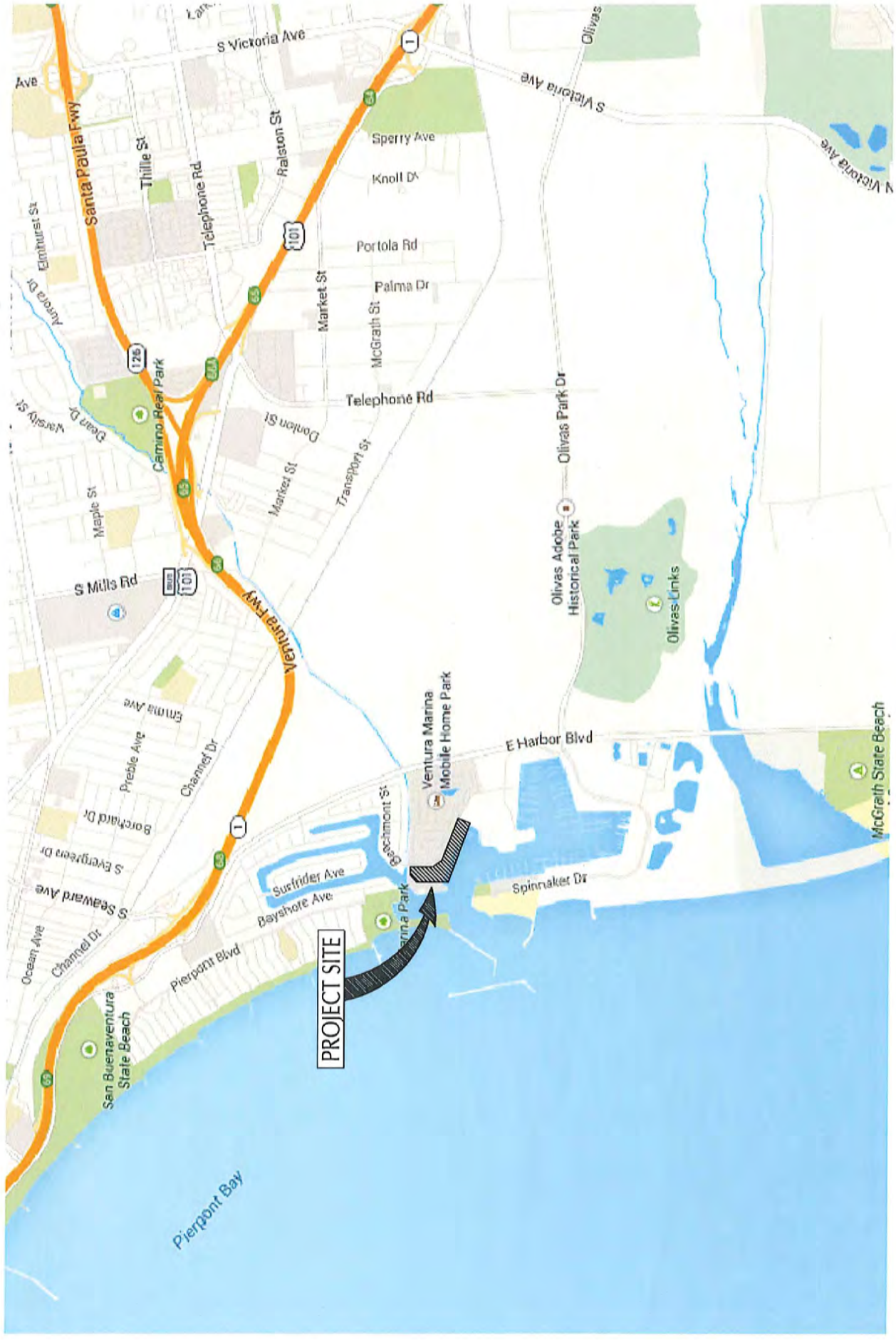
Associated Transportation Engineers

A handwritten signature in black ink, appearing to read 'SAS', written over a horizontal line.

Scott A. Schell, AICP, PTP
Principal Transportation Planner

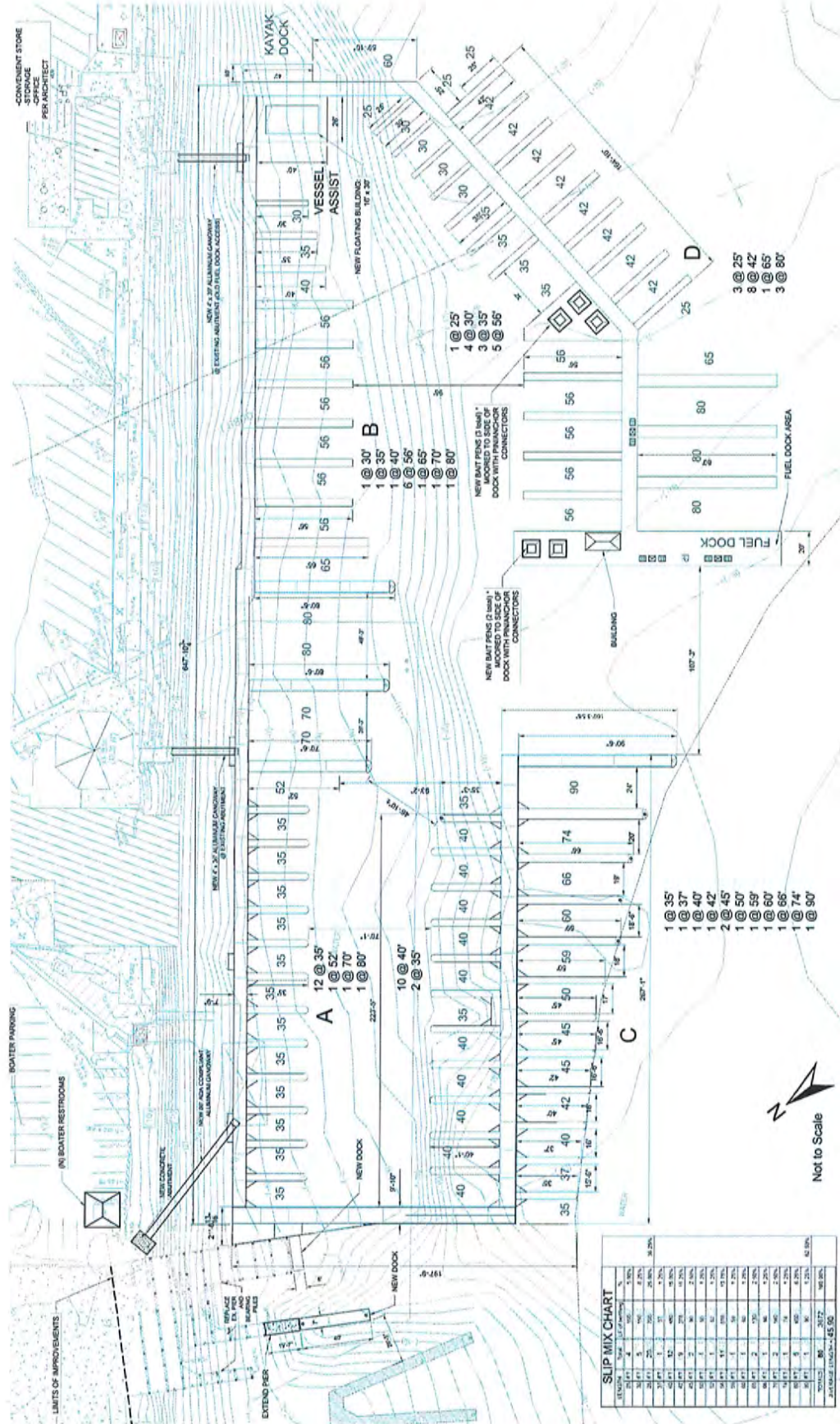
SAS/MMF

Attachments



Source: Google Maps
FIGURE 1

EXISTING STREET NETWORK PROJECT SITE LOCATION



SLIP MIX CHART

ITEM NO.	TYPE	AREA	SLIP MIX
101	1	100	1.0%
102	2	100	2.0%
103	3	100	3.0%
104	4	100	4.0%
105	5	100	5.0%
106	6	100	6.0%
107	7	100	7.0%
108	8	100	8.0%
109	9	100	9.0%
110	10	100	10.0%
111	11	100	11.0%
112	12	100	12.0%
113	13	100	13.0%
114	14	100	14.0%
115	15	100	15.0%
116	16	100	16.0%
117	17	100	17.0%
118	18	100	18.0%
119	19	100	19.0%
120	20	100	20.0%
121	21	100	21.0%
122	22	100	22.0%
123	23	100	23.0%
124	24	100	24.0%
125	25	100	25.0%
126	26	100	26.0%
127	27	100	27.0%
128	28	100	28.0%
129	29	100	29.0%
130	30	100	30.0%
131	31	100	31.0%
132	32	100	32.0%
133	33	100	33.0%
134	34	100	34.0%
135	35	100	35.0%
136	36	100	36.0%
137	37	100	37.0%
138	38	100	38.0%
139	39	100	39.0%
140	40	100	40.0%
141	41	100	41.0%
142	42	100	42.0%
143	43	100	43.0%
144	44	100	44.0%
145	45	100	45.0%
146	46	100	46.0%
147	47	100	47.0%
148	48	100	48.0%
149	49	100	49.0%
150	50	100	50.0%
151	51	100	51.0%
152	52	100	52.0%
153	53	100	53.0%
154	54	100	54.0%
155	55	100	55.0%
156	56	100	56.0%
157	57	100	57.0%
158	58	100	58.0%
159	59	100	59.0%
160	60	100	60.0%
161	61	100	61.0%
162	62	100	62.0%
163	63	100	63.0%
164	64	100	64.0%
165	65	100	65.0%
166	66	100	66.0%
167	67	100	67.0%
168	68	100	68.0%
169	69	100	69.0%
170	70	100	70.0%
171	71	100	71.0%
172	72	100	72.0%
173	73	100	73.0%
174	74	100	74.0%
175	75	100	75.0%
176	76	100	76.0%
177	77	100	77.0%
178	78	100	78.0%
179	79	100	79.0%
180	80	100	80.0%
181	81	100	81.0%
182	82	100	82.0%
183	83	100	83.0%
184	84	100	84.0%
185	85	100	85.0%
186	86	100	86.0%
187	87	100	87.0%
188	88	100	88.0%
189	89	100	89.0%
190	90	100	90.0%
191	91	100	91.0%
192	92	100	92.0%
193	93	100	93.0%
194	94	100	94.0%
195	95	100	95.0%
196	96	100	96.0%
197	97	100	97.0%
198	98	100	98.0%
199	99	100	99.0%
200	100	100	100.0%

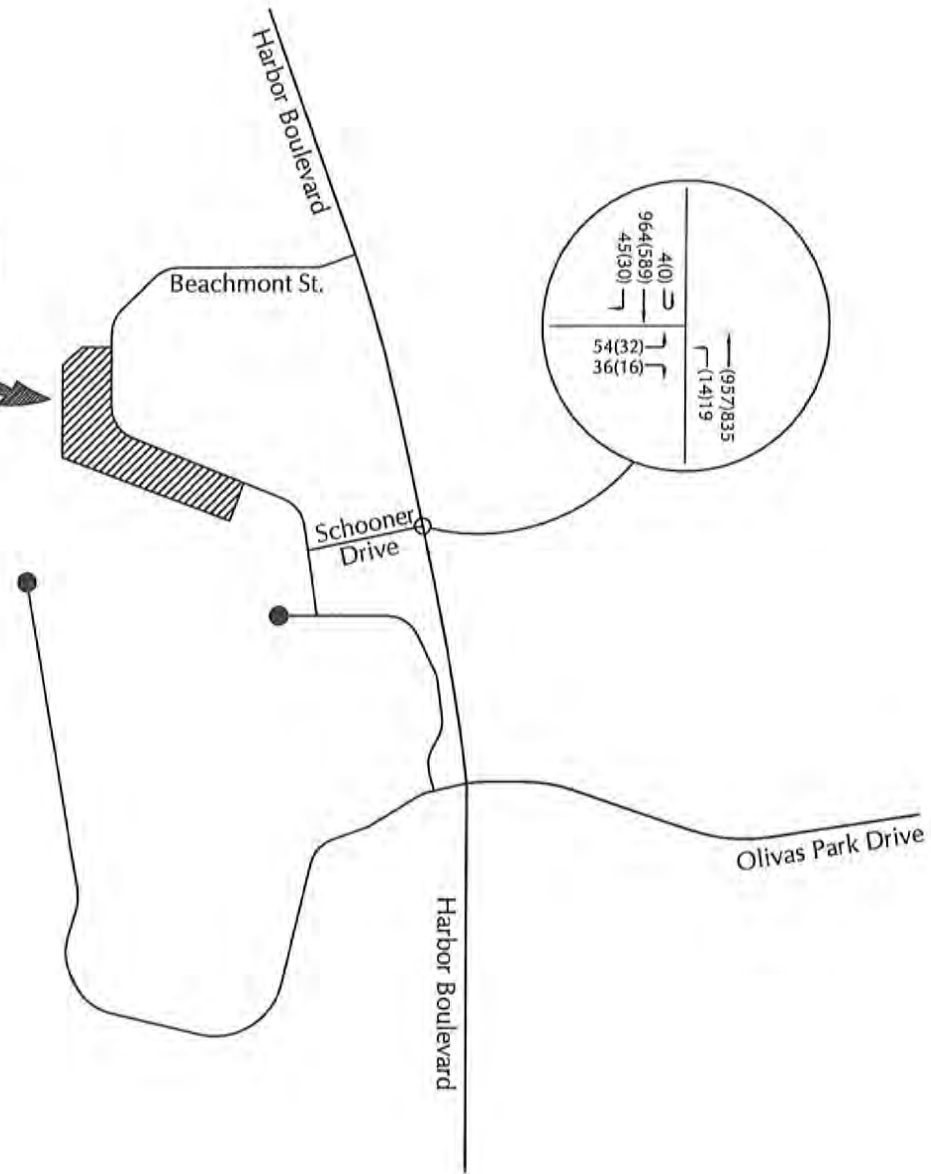


PROJECT SITE PLAN

FIGURE 2

MMF #15008

PROJECT SITE



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

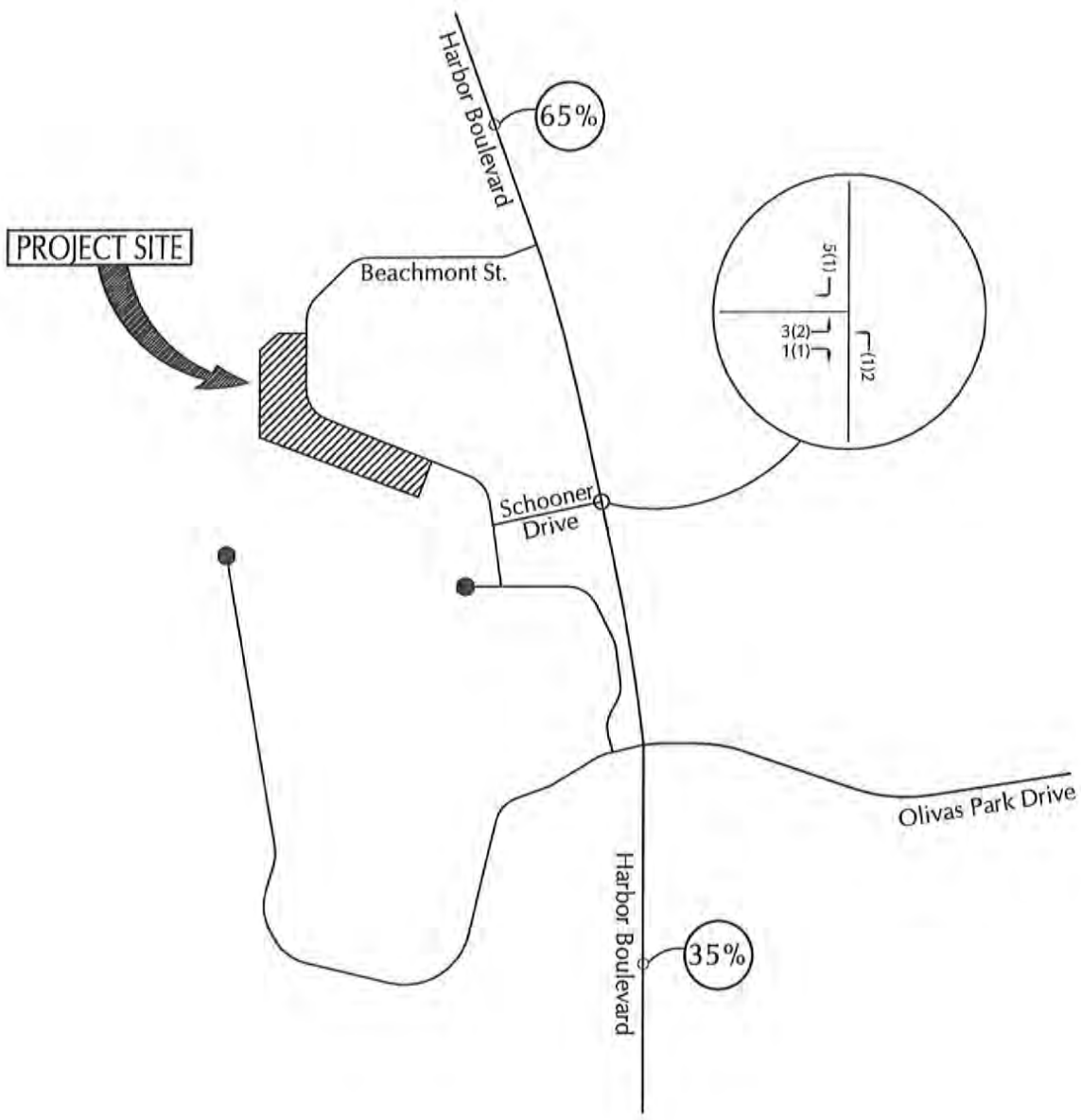


ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING PEAK HOUR TRAFFIC VOLUMES

FIGURE 3

MMF - #15008



LEGEND

- (A.M.)P.M. Peak Hour Volume
- Distribution Percentage

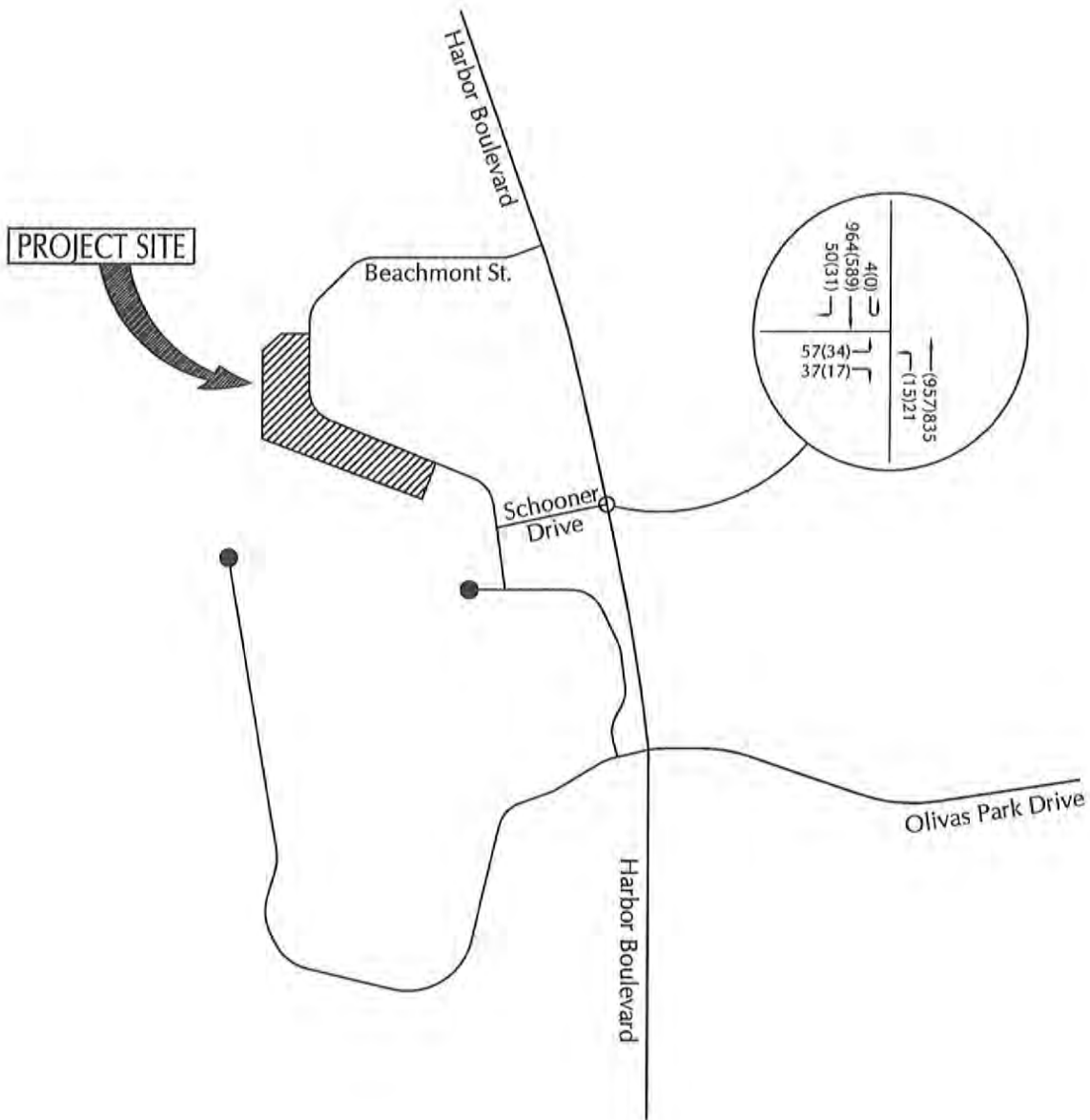


ASSOCIATED
TRANSPORTATION
ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

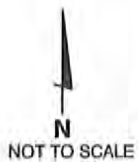
FIGURE 4

MMF - #15008



LEGEND

⌊(XX)XX - (A.M.)P.M. Peak Hour Volume



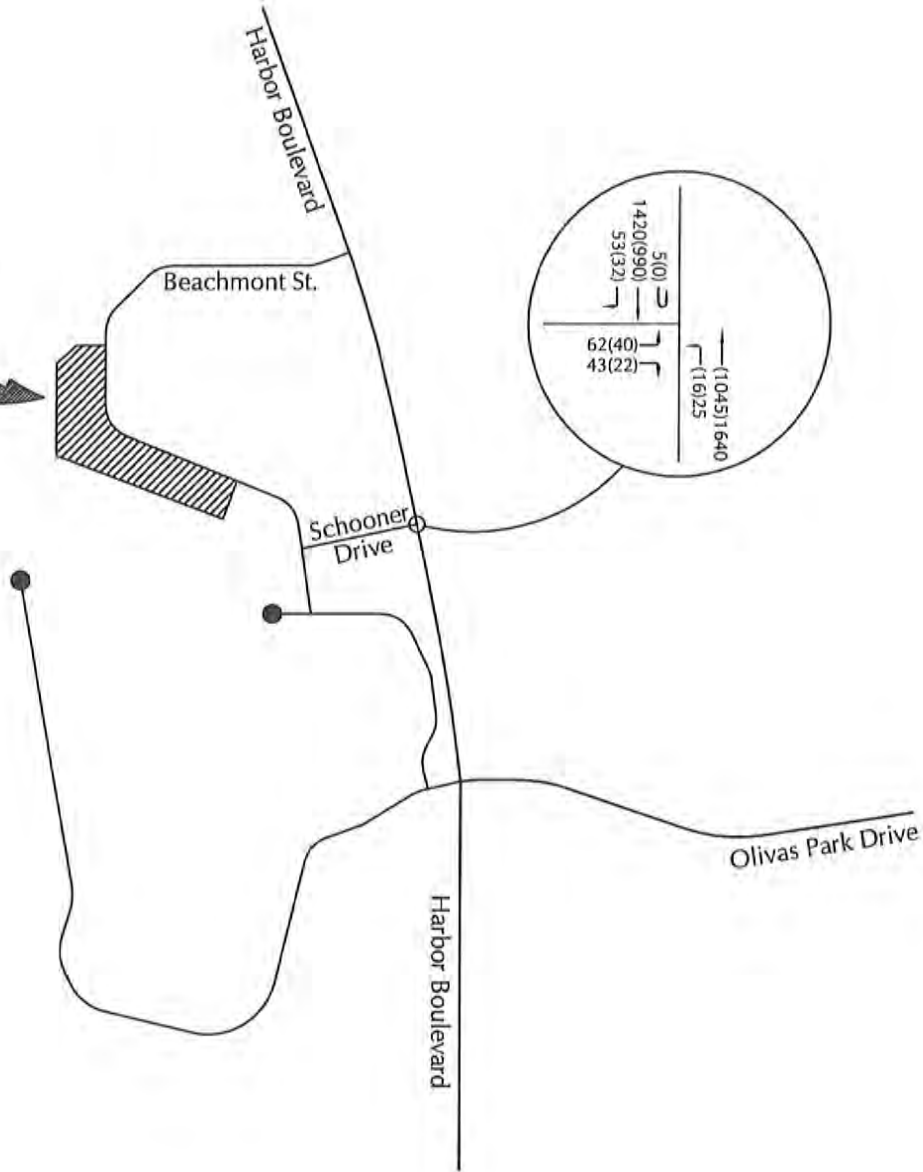
ASSOCIATED
TRANSPORTATION
ENGINEERS

EXISTING + PROJECT PEAK HOUR TRAFFIC VOLUMES

FIGURE 5

MMF - #15008

PROJECT SITE



LEGEND

└(XX)XX - (A.M.)P.M. Peak Hour Volume

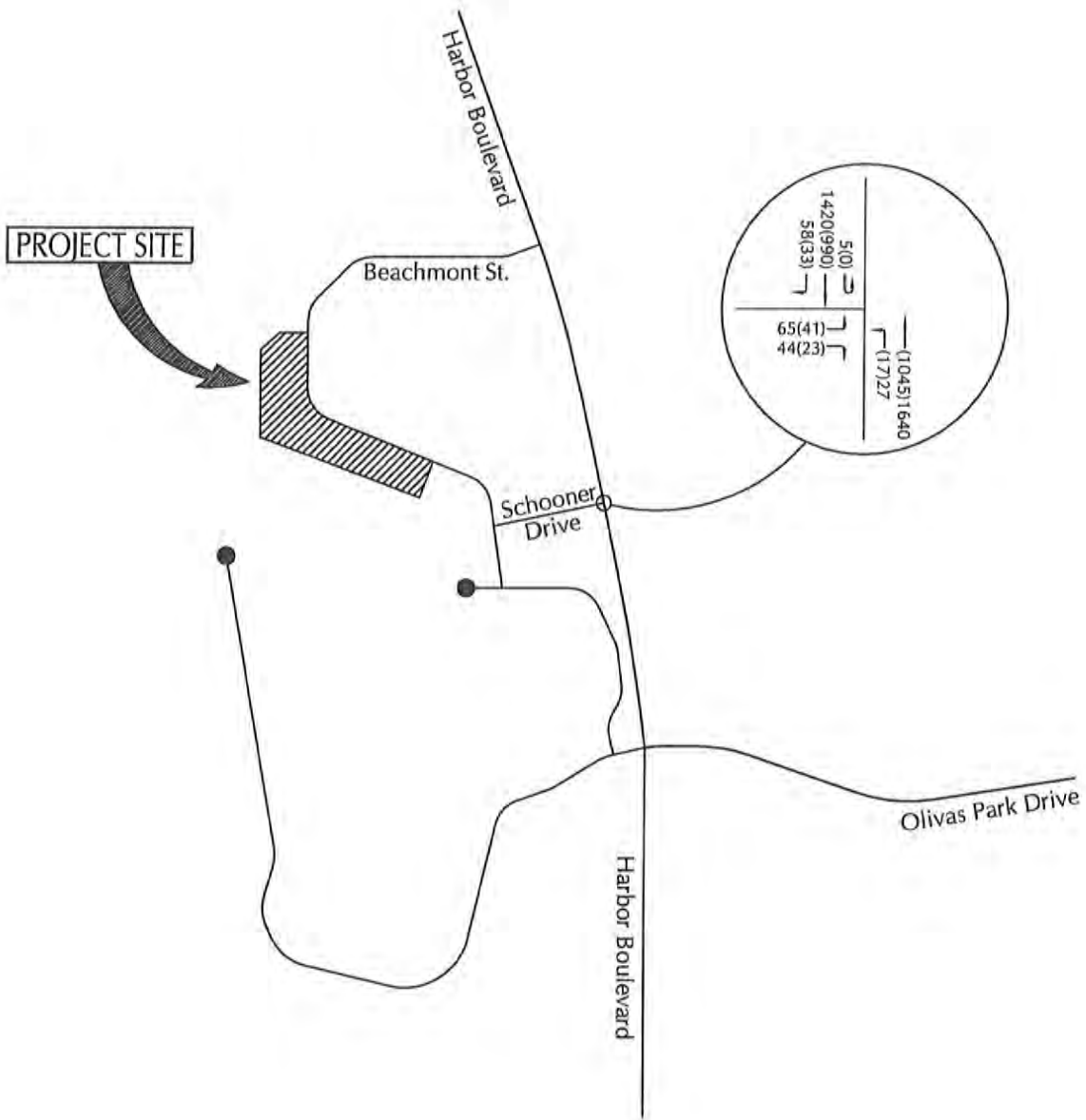


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ENGINEERS

CUMULATIVE PEAK HOUR TRAFFIC VOLUMES

FIGURE 6

MMF - #15008



LEGEND

⌋(XX)XX - (A.M.)P.M. Peak Hour Volume



ASSOCIATED
TRANSPORTATION
ENGINEERS

CUMULATIVE + PROJECT PEAK HOUR TRAFFIC VOLUMES

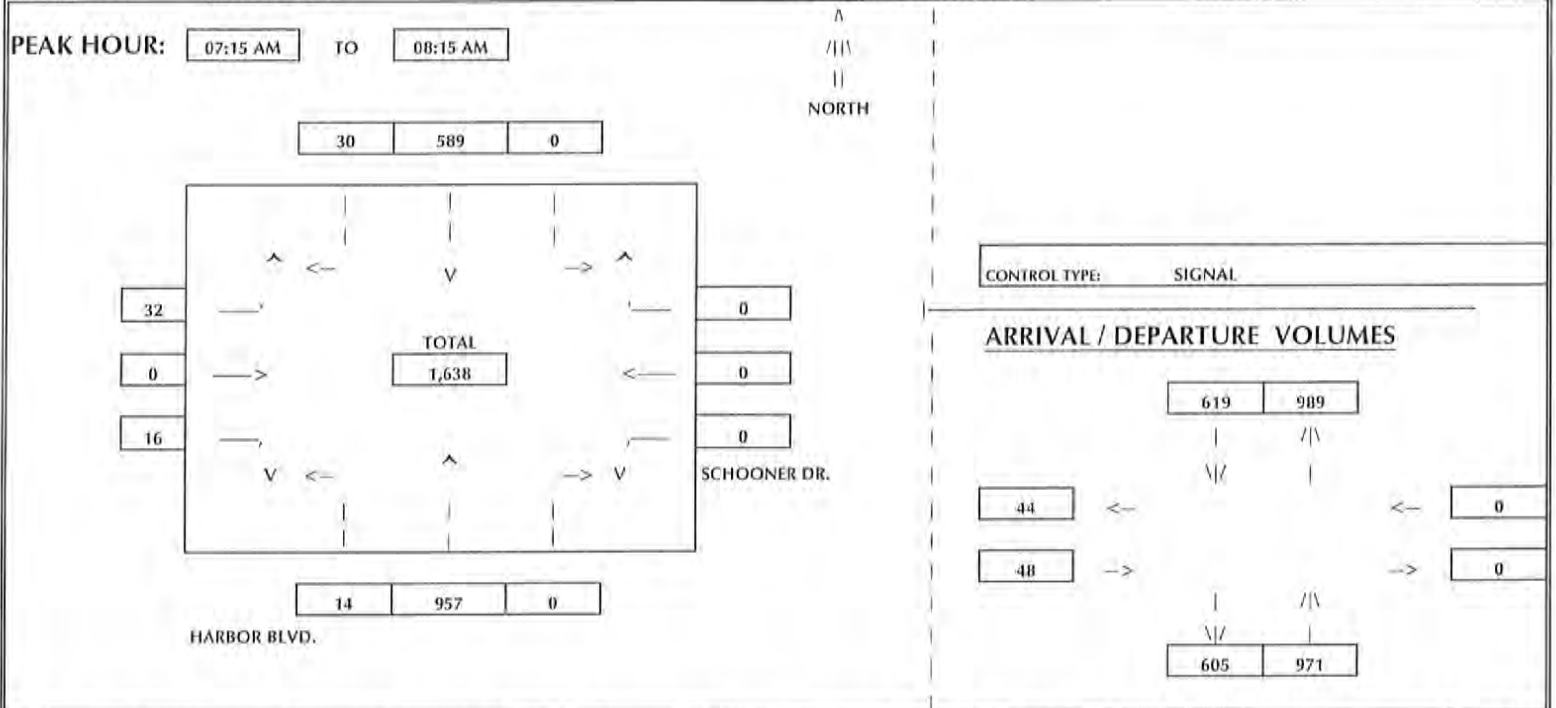
FIGURE 7

MMF - #15008

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

PROJECT: VENTURA HARBOR EXPANSION **PROJECT #:** 15008 **COUNT DATE:** 02-10-2015 **FILE NAME:** 01_AM
N-S Approach: HARBOR BLVD. **COUNT TIME:** 7:00 A.M. TO 9:00 A.M.
E-W Approach: SCHOONER DR. **CITY:** VENTURA HARBOR **WEATHER:** SUNNY



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES	
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right		
COUNT DATA															
07:00 AM	—	07:15 AM	1	180	0	0	106	7	8	0	4	0	0	0	306
07:15 AM	—	07:30 AM	3	375	0	0	237	9	15	0	7	0	0	0	646
07:30 AM	—	07:45 AM	10	662	0	0	415	18	22	0	10	0	0	0	1137
07:45 AM	—	08:00 AM	11	934	0	0	568	27	31	0	16	0	0	0	1587
08:00 AM	—	08:15 AM	15	1137	0	0	695	37	40	0	20	0	0	0	1944
08:15 AM	—	08:30 AM	20	1339	0	0	801	43	46	0	23	0	0	0	2272
08:30 AM	—	08:45 AM	21	1523	0	0	941	46	62	0	34	0	0	0	2627
08:45 AM	—	09:00 AM	24	1680	0	0	1063	57	78	0	38	0	0	0	2940

TOTAL BY PERIOD															
07:00 AM	—	07:15 AM	1	180	0	0	106	7	8	0	4	0	0	0	306
07:15 AM	—	07:30 AM	2	195	0	0	131	2	7	0	3	0	0	0	340
07:30 AM	—	07:45 AM	7	287	0	0	178	9	7	0	3	0	0	0	491
07:45 AM	—	08:00 AM	1	272	0	0	153	9	9	0	6	0	0	0	450
08:00 AM	—	08:15 AM	4	203	0	0	127	10	9	0	4	0	0	0	357
08:15 AM	—	08:30 AM	5	202	0	0	106	6	6	0	3	0	0	0	328
08:30 AM	—	08:45 AM	1	184	0	0	140	3	16	0	11	0	0	0	355
08:45 AM	—	09:00 AM	3	157	0	0	122	11	16	0	4	0	0	0	313

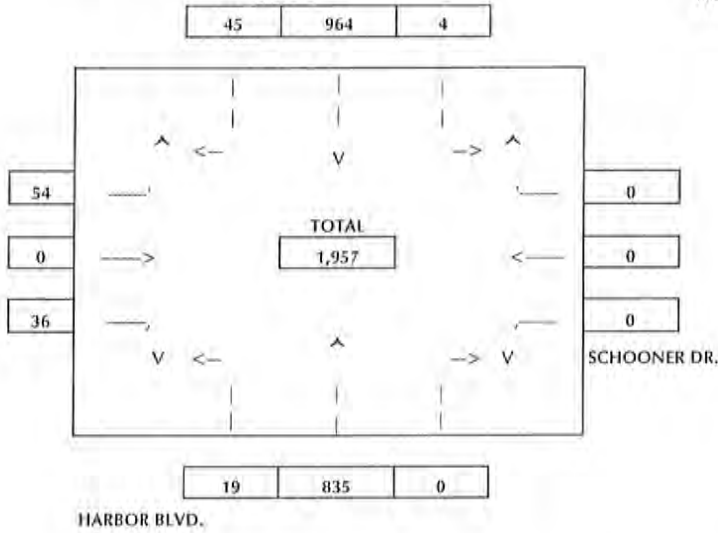
HOURLY TOTALS															
07:00 AM	—	08:00 AM	11	934	0	0	568	27	31	0	16	0	0	0	1587
07:15 AM	—	08:15 AM	14	957	0	0	589	30	32	0	16	0	0	0	1638
07:30 AM	—	08:30 AM	17	964	0	0	564	34	31	0	16	0	0	0	1626
07:45 AM	—	08:45 AM	11	861	0	0	526	28	40	0	24	0	0	0	1490
08:00 AM	—	09:00 AM	13	746	0	0	495	30	47	0	22	0	0	0	1353

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION TURNING MOVEMENT SUMMARY

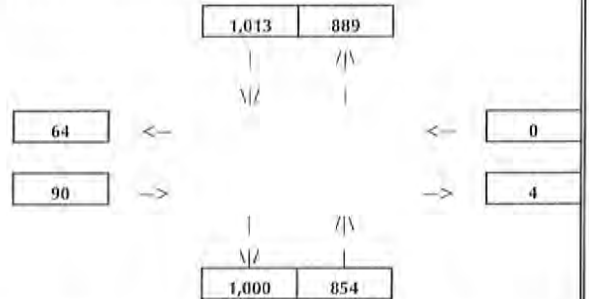
PROJECT: VENTURA HARBOR EXPANSION **PROJECT #:** 15008 **COUNT DATE:** 02-10-2015 **FILE NAME:** 01_PM
N-S Approach: HARBOR BLVD. **COUNT TIME:** 4:00 P.M. TO 6:00 P.M. **WEATHER:** SUNNY
E-W Approach: SCHOONER DR. **CITY:** VENTURA HARBOR

PEAK HOUR: 04:30 PM TO 05:30 PM



CONTROL TYPE: SIGNAL

ARRIVAL / DEPARTURE VOLUMES



TIME PERIOD		NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			TOTAL VOLUMES
From	To	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	

COUNT DATA

04:00 PM	—	04:15 PM	8	221	0	2	259	15	8	0	12	0	0	0	525
04:15 PM	—	04:30 PM	13	395	0	2	505	28	16	0	15	0	0	0	974
04:30 PM	—	04:45 PM	18	592	0	3	748	38	30	0	28	0	0	0	1457
04:45 PM	—	05:00 PM	24	789	0	3	948	51	42	0	38	0	0	0	1895
05:00 PM	—	05:15 PM	27	1025	0	5	1215	64	55	0	46	0	0	0	2437
05:15 PM	—	05:30 PM	32	1230	0	6	1469	73	70	0	51	0	0	0	2931
05:30 PM	—	05:45 PM	39	1418	0	6	1714	85	77	0	52	0	0	0	3391
05:45 PM	—	06:00 PM	43	1561	0	6	1892	97	86	0	57	0	0	0	3742

TOTAL BY PERIOD

04:00 PM	—	04:15 PM	8	221	0	2	259	15	8	0	12	0	0	0	525
04:15 PM	—	04:30 PM	5	174	0	0	246	13	8	0	3	0	0	0	449
04:30 PM	—	04:45 PM	5	197	0	1	243	10	14	0	13	0	0	0	483
04:45 PM	—	05:00 PM	6	197	0	0	200	13	12	0	10	0	0	0	438
05:00 PM	—	05:15 PM	3	236	0	2	267	13	13	0	8	0	0	0	542
05:15 PM	—	05:30 PM	5	205	0	1	254	9	15	0	5	0	0	0	494
05:30 PM	—	05:45 PM	7	188	0	0	245	12	7	0	1	0	0	0	460
05:45 PM	—	06:00 PM	4	143	0	0	178	12	9	0	5	0	0	0	351

HOURLY TOTALS

04:00 PM	—	05:00 PM	24	789	0	3	948	51	42	0	38	0	0	0	1895
04:15 PM	—	05:15 PM	19	804	0	3	956	49	47	0	34	0	0	0	1912
04:30 PM	—	05:30 PM	19	835	0	4	964	45	54	0	36	0	0	0	1957
04:45 PM	—	05:45 PM	21	826	0	3	966	47	47	0	24	0	0	0	1934
05:00 PM	—	06:00 PM	19	772	0	3	944	46	44	0	19	0	0	0	1847

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: VENTURA HARBOR EXPANSION PROJECT (#1500B)
 COUNT DATE: 2/15/2015
 TIME PERIOD: A.M. PEAK HOUR
 N/S STREET: HARBOR BOULEVARD
 E/W STREET: SCHOONER DRIVE

REF: 01_AM

TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	14	957	0	0	589	30	31	0	16	0	0	0
(B) PROJECT-ADDED	1	0	0	0	0	1	2	0	1	0	0	0
(C) CUMULATIVE	16	1045	0	0	990	32	40	0	22	0	0	0

GEOMETRICS

EXISTING GEOMETRICS:	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND	
	L	TT	L	TT	R	LL	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING+PROJECT (A+B)
 SCENARIO 3: CUMULATIVE (C)
 SCENARIO 4: CUMULATIVE+PROJECT (C+B)

LEVEL OF SERVICE CALCULATIONS

MOVE- MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	14	15	16	17	0.009	0.009	0.010	0.011
NBT	2	3200	957	957	1045	1045	0.299 *	0.299 *	0.327 *	0.327 *
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *
SBT	2	3200	589	589	990	990	0.184	0.184	0.309	0.309
SBR (a)	1	1600	25	26	27	27	0.016	0.016	0.017	0.017
EBL	2	3200	31	33	40	42	0.010 *	0.010 *	0.013 *	0.013 *
EBT	0	0	0	0	0	0	-	-	-	-
EBR (b)	1	1600	3	3	4	4	0.002	0.002	0.003	0.003
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *
INTERSECTION CAPACITY UTILIZATION:							0.409	0.409	0.440	0.440
SCENARIO LEVEL OF SERVICE:							A	A	A	A

NOTES:

RTOR: (a) 17%
 (b) 81%

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION CAPACITY UTILIZATION WORKSHEET

PROJECT: VENTURA HARBOR EXPANSION PROJECT (#15008)
 COUNT DATE: 2/15/2015
 TIME PERIOD: P.M. PEAK HOUR
 N/S STREET: HARBOR BOULEVARD
 E/W STREET: SCHOONER DRIVE

REF: 01_PM

TRAFFIC VOLUME SUMMARY

TRAFFIC VOLUMES:	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING	19	835	0	4	964	45	54	0	36	0	0	0
(B) PROJECT-ADDED	2	0	0	0	0	5	3	0	1	0	0	0
(C) CUMULATIVE	25	1640	0	5	1420	53	62	0	43	0	0	0

GEOMETRICS

EXISTING GEOMETRICS:	NORTHBOUND		SOUTHBOUND			EASTBOUND		WESTBOUND	
	L	TT	L	TT	R	LL	R		

TRAFFIC SCENARIOS

SCENARIO 1: EXISTING (A)
 SCENARIO 2: EXISTING + PROJECT (A + B)
 SCENARIO 3: CUMULATIVE (C)
 SCENARIO 4: CUMULATIVE + PROJECT (C + B)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	19	21	25	27	0.012 *	0.013 *	0.016	0.017
NBT	2	3200	835	835	1640	1640	0.261	0.261	0.513 *	0.513 *
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	4	4	5	5	0.003	0.003	0.003 *	0.003 *
SBT	2	3200	964	964	1420	1420	0.301 *	0.301 *	0.444	0.444
SBR (a)	1	1600	45	50	53	58	0.028	0.031	0.033	0.036
EBL	2	3200	54	57	62	65	0.017 *	0.018 *	0.019 *	0.020 *
EBT	0	0	0	0	0	0	-	-	-	-
EBR (b)	1	1600	6	6	7	7	0.004	0.004	0.004	0.004
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *
INTERSECTION CAPACITY UTILIZATION:							0.430	0.432	0.635	0.636
SCENARIO LEVEL OF SERVICE:							A	A	B	B

NOTES:

RTOR: (a) 0%
 (b) 83%

Appendix D

Ventura Harbor Marina & Yacht Yard Clean Marina Plan



CLEAN MARINA PLAN
and
SLIP RULES & REGULATIONS



April 2014

Ventura Harbor Marina & Yacht Yard

Clean Marina Plan – 2014

1 EMERGENCIES

- 1 Emergency Action Plan: VHMYY has an emergency action plan which is found In Attachment A of this document.
- 2 Emergency Containment and Cleanup Materials: VHMYY maintains a supply of emergency containment/clean up materials including oil absorbent pads and booms. By policy VHMYY maintains enough boom material to encircle the largest vessel and an entire Dock Area at the facility.
- 3 Training: All VHMYY staff receive training on proper emergency procedures. This training is provided to employees every 6 months and to all new employees. This training is to include:
 - a. Familiarization of Emergency Action Plan.
 - b. Location and use of first responder containment and cleanup materials.
 - c. Proper notifications for all types of emergencies.
 - d. Location and use of fire suppression equipment.
- 4 Boater Education: VHMYY maintains supplies of pamphlets on:
 - a. Boat Fire Extinguishers.
 - b. Safe Boat Maintenance.
 - c. Continuous Ventilation.

1 PETROLEUM CONTAINMENT:

- 1 Fuel & Oil Spill Prevention and Containment Plan (FOPC): VHMYY maintains an FOPC which is found as part of Emergency Action Plan (Attachment A) of this plan.
- 2 Training: VHMYY staff receive training to identify fuel/oil spills in the water, notify the Harbor Patrol, Vessel Assit and VHMYY Management, and in the proper use and location of first response containment/clean up materials. This training is provided to employees every 6 month and to all new employees.
- 3 Emulsifiers:
It is a violation of VHMYY Rules and Regulations to use detergents or other emulsifying agents when addressing fuel or oil spills (see Rules).

- 4 Absorbent Bilge Materials: VHMYY requires that all boats located at the facility use oil absorbent materials in their bilges to reduce the changes of illegal overboard discharges of oily bilge water. (See Rules).
- 5 Clean & Green Program: VHMYY participates in the Clean and Green Campaign created by the California Coastal Commission. Through this program the Marina provides oil absorbent pads to boaters and disposal of used pads. Pads are placed in bilges, or can be used to clean up oil spills in or out of the water. Information about the oil absorbent pad exchange program is available at the VHMYY office. Signs about the program are posted at the waste oil disposal units.
- 6 Boater Education: VHMYY maintains supplies of pamphlet on:
 - a. Filling fuel containers.
 - b. Appropriate engine maintenance.
 - c. Appropriate use of oil absorbent materials
 - d. Appropriate bilge pumping.
- 7 Used Oil Collection: Waste Oil disposal is located behind VHMYY offices. There is a fee for this and you must contact office during work hours. Flyers directing boaters to the oil collection facilities are available at the VHMYY office.

1 VESSEL CLEANING AND MAINTENANCE:

- 1 VHMYY Rules and Regulations: VHMYY maintains comprehensive rules and regulations for boaters and others at the facility. VHMYY rules and regulations are posted at the VHMYY office during work hours. These rules and regulations will be strictly enforced at all times.
- 2 Best Management Practices: VHMYY rules and regulations include best management practices (BMPs) for environmentally sound boat maintenance practices. Boaters at the the facility should be made aware of these helpful policies. (See Attachment B).
- 3 Working on Vessels: VHMYY rules and regulations limit the amount and type of work which is allowed on vessels in water and in the yard. (See Rules).
- 4 Environmental Laws: The VHMYY rules and regulations also contain a compilation of laws protecting the ocean environment. Boaters at theVHMYY facility should be made aware of these important laws.
- 5 Training: VHMYY staff is trained to report spills whenever they observe

boat owners or workers causing a substance to be released into or on the water or in the Yard. All cases of known or suspected water pollution will be reported to the Harbor patrol and first responder, clean up will be initiated if appropriate. Confirmed cases of pollution will be reported to appropriate agencies.

- 6 Boater Education: The best management practices found in the VHMYY rules and regulations contain information on the following:
 - a. Limiting in slip maintenance to minor projects.
 - b. Proper recovery and disposal of sanding dust and other debris. (Rules).
 - c. Environmentally safe cleaning and painting practices (Rules).
 - d. Spill avoidance practices. (Rules).

Additional pamphlets on environmentally sounding boat maintenance practices are available at the VHMYY office.

1

UNDERWATER BOAT HULL CLEANING

- 1 Non toxic Hull Paints: VHMYY promotes the use of non toxic and legal hull paints. (See Rules). Contact The VHMYY boatyard office for the latest information on non toxic hull paint alternatives.
- 2 Hull Cleaners: When looking for a diver to perform hull cleaning services, VHMYY recommends that you make sure your diver is using environmentally sound hull cleaning practices. (See Rules).
- 3 Training. VHMYY staff is trained to report spills whenever they observe boat owners or workers causing a substance to be released into or on the water. All cases of known or suspected water pollution will be reported to the Harbor Patrol and First clean up will be initiated if appropriate. Confirmed cases of pollution will be reported to appropriate agency for administrative action.
- 4 Boater Education: The best management practices forum in the VHMYY rules and regulations contain information on the following:
 - a. Properly applying and maintaining hull paints (Rules).
 - b. Waiting 90 days before cleaning after application of hull paint
 - c. Regularly scheduled hull cleaning services using best management practices (Rules).
 - d. Encourage hull cleaners to use less abrasive pads and methods when possible (Rules).

1

FACILITY OPERATIONS

- 1 Emergency Spill Training: All VHMYY staff are to receive training on proper emergency procedures. This training is provided to employees every 6 months and for all new employees. This training is to include:
 - a. Familiarization of Emergency Action Plan.

- b. Location and use of first responder containment and cleanup Materials
- c. Proper notifications for all types of emergencies.
- d. Location and use of fire suppression equipment.

- 2 Vehicles on Docks: All types of motorized and non motorized vehicles are prohibited from VHMYY docks (Rules)
- 3 Unattended Paints: Paints, varnishes, and other boat maintenance supplies should never be left unattended on VHMYY docks. (Rules). Any such unattended items will be removed by VHMYY staff for proper disposal at owners expense
- 4 Maintenance Supplies: By policy VHMYY staff will store all maintenance supplies/chemicals indoors or in covered containers. All spills will be cleaned up immediately using environmentally friendly methods.

5
Boater Education: The VHMYY office maintains information on:

- a. Proper storage and disposal of materials.
- b. Emergency spill response.
- c. Household Hazardous Waste disposal site locations.

FACILITY DEBRIS

- 1 Landscaping & Maintenance Spills: VHMYY staff and service providers will be informed that all spills must be cleaned up immediately. This includes all chemicals, pesticides, fertilizers and soils.
- 2 Storage on Docks: VHMYY prohibits the storage of all items on docks. This is a common source of trash and debris in the water.
- 3 Pets: must leashed or controlled pets at the VHMYY facility. Pet owners are required to immediately clean up after their pets. Pet waste bags are made available.
- 4 Parking Lot Cleaning: By policy VHMYY parking lots are cleaned regularly and debris removed
- 5 Overboard Disposal: Rules prohibits any boater from throwing,

disposing or otherwise discharging anything into harbor waters.

- 6 Landside Refuse: VHMYY maintains outdoor trash receptacles conveniently located at the facility. Trash is removed from each receptacle of once per day and transported to facility dumpsters. Dumpsters are emptied a minimum of 3 times per week. To prevent trash from escaping into the harbor, dumpster lids are to remain closed only opened when rubbish is being deposited. Please report homeless attempts to search through trash to office.
- 7 Trash Policing: Each day VHMYY staff pick up all trash from facility side walks and parking lots. Docks are cleaned daily. Debris from facility landscaping services is hauled away by the service provider.
- 8 Water Refuse: VHMYY engages the staff to remove trash and debris from the waters surrounding the VHMYY. This is done when necessary using yard boat, nets or poles. During heavy rains additional efforts are made
- 9 Dock Repairs: VHMYY staff ensures the removal of debris created by our ongoing dock maintenance program. Tarps are used in the yard to prevent debris from going into the water and limit its dispersal on land. All boat owners work on boats on land in a manner that will create debris dispersal, such as sanding are required to tarp or tent their boats. Sanding on vessels in the water is prohibited without complete collection of debris or dust through the use of vacuum sanding devices. Material found dispersing in the water is illegal. VHMYY staff is thoroughly instructed on methods to prevent construction debris from entering harbor waters. VHMYY staff is trained according to facility Best Management Practices to minimize the impact of facility operations on the environment.

1

SEWAGE MANAGEMENT

7.1

Laws Regarding Sewage Discharges: A compilation of existing environmental regulations is contained at the end of VHMYY Rules and Regulations. These laws and regulations will be strictly enforced and violations will be

reported immediately to the Harbor Patrol.

7.2 Pump out Facilities:

Pump out facilities are located at two locations in the Harbor.

Boater Education: The VHMYY office maintains information on:

- a. Proper use of marine sanitation devices.
- b. Clean boater practices.

SOLID WASTE

8.1 Proper Disposal:

By policy solid waste and debris is properly disposed of in accordance with all applicable laws and regulation.

8.2 Landside Refuse: VHMYY maintains outdoor trash receptacles conveniently located around Boat yard and on docks and along pedestrian areas. Trash is removed from each trash receptacle a minimum of once per day. Then transported to facility dumpsters. Dumpsters are emptied a minimum of 3 times per week.

In addition:

- a. To prevent trash from escaping into the harbor, dumpster lids are to remain closed only being opened with rubbish is being deposited.
- b. The area surrounding the facility dumpster is cleaned frequently.
- c. Cleanup equipment and materials are maintained onsite.
- d. Dumpster area is inspected at least once daily.

3 Trash Policing:

Each day VHMYY staff pick up all trash from facility sidewalks and parking lots. Each week the docks are cleaned to prevent trash from entering the harbor waters. Debris from facility landscaping services is hauled away by the service provider and the parking lot is cleaned of leaves and debris on a weekly basis.

4 Water Refuse: VHMYY staff remove trash and debris from the waters surrounding the VHMYY facility. This is done when necessary utilizing tools mentioned above.

5 Boater Education: The VHMYY office maintains information on :

- a. Laws and rules prohibiting dumping of wastes into water (Rules).
- b. Proper disposal of garbage, recyclables, and other wastes (Rules)
- c. Proper disposal of batteries and zinc anodes.

LIQUID WASTE

9.1

Fuel and Oil Spill Prevention and Containment Plan (FOPC): VHMYY maintains an FOPC which is found as part of Emergency Action Plan (Attachment A) of this document.

9.2

Training: VHMYY staff receive training to identify fuel/oil spills in the water, notify the Harbor Patrol and VHMYY Management, and in the proper use and location of first response containment/clean up materials.

9.3

Rules and Regulations: Rules require that all refuse be disposed of in a proper manner.

9.4

Household Hazardous Waste: The VHMYY office maintains the telephone number for information on the VC Household Hazardous Waste disposal sites.

9.5 Environmentally Friendly Liquids:

Many of the types of cleaners and materials used in the maintenance of the VHMYY facility could be considered a hazard to the environment. By policy environmentally friendly materials will be used whenever possible.

9.6 Used Oil Collection: Waste oil recycling is available at the VHMYY Boat

Yard office. There is a fee for the disposal of these materials. However Ventura has a number of sites available for free for small amounts. Please enquire at the Office

9.7 Hazardous Waste Recycling. The recycling station is located at Boat

yard office. Please contact Office for specifics

Hazardous Materials Storage: VHMYY staff will minimize the amounts of hazardous materials kept onsite. Hazmats will be properly stored and disposed of.

9.9 Boater Education: The VHMYY office maintains information on:

- a. Proper disposal of used oil and filters.
- b. Proper disposal of recyclable hazardous materials.
- c. Checking a bilge before pumping.
- d. Proper oil changing techniques.
- e. Spill response procedures.

FISH WASTE MANAGEMENT

10.1 Docks: Fish cleaning is prohibited on VHMYY docks. When such activity is observed, the violator is immediately advised to discontinue cleaning and remove all fish waste.

2 Harbor:

Dumping fish waste into harbor waters is a violation of law and will be immediately reported to the Harbor Patrol.

3 Boater Education: The VHMYY office maintains information on:

- a. Rules and regulations that prohibit fishing on the docks
- b. Rules and regulations that prohibit fish cleaning at the docks.

HAZARDOUS WASTE MANAGEMENT

Hazardous Materials management Plan:

VHMYY maintains an oil spill response plan and has first responder containment/clean up supplies available at the office. A copy of the oil spill response plan is found within this Clean Marina Plan.

1 Designated Emergency Coordinator: The VHMYY Manager is the designated emergency coordinator for the VHMYY facility. Duties include:

- a. Development and implementation of emergency plan and policies.
- b. Training supervision.

2 Hazardous Waste Disposal:

All hazardous waste generated at the VHMYY facility will be properly disposed of using approved hazardous waste hauler.

3 Hazmat Storage: The storage of hazardous materials or refueling of vessels is prohibited on VHMYY docks. Weekly inspections of docks, for the purpose of identifying and removing hazardous waste in its various forms (liquids, spent zinc anodes, batteries, etc) are conducted by VHMYY. VHMYY staff will minimize the amounts of hazardous materials kept onsite.

Hazmats will be properly and legally stored and segregated to ensure that only hazmats are handled as such. Hazardous materials will be stored off of the ground in a covered location. Containers will be in good condition and covered.

5 Emergency Spill Training: All VHMYY staff are to receive training on proper emergency procedures. This training is provided to employees every 180 days and for all new employees. This training is to include:

- a. Familiarization of Emergency Action Plan.
- b. Location and use of first responder containment and cleanup materials.
- c. Proper notifications for all types of emergencies.
- d. Location and use of fire suppression equipment.

1 STORM WATER PREVENTION PLAN

12.1 Spill Response: Spill response supplies are provided for VHMYY by the Marina Operators. These include tarps, sandbags and shovels. All spills that have the potential of polluting harbor waters shall be reported to the Nation Response Center and Office of Emergency Services. VHMYY maintains a supply of absorbent pads and booms to prevent spills from reaching storm drains. VHMYY staff are trained regularly on the location of spill materials and their use.

2 Vehicles: Rules prohibits the servicing or washing of vehicles at the VHMYY facility as well as using the lot for any purpose other than parking.

3 Parking Lots: All VHMYY parking lots are cleaned on a weekly basis.

12.4 Landscaping: All landscaping trimmings are hauled away promptly.

5 Signage: All storm drains are marked "No Dumping – Drains into Harbor and Ocean".

6 Irrigation: System is inspected weekly to reduce runoff into storm drains. Necessary repairs are done quickly. Whenever possible water conserving irrigation will be used. Soil level in planters shall be kept several inches below surrounding curbs to further minimize run off.

7 Grates & Filters: Have been installed on all storm drain inlets to reduce trash and debris from entering harbor water. Filters are maintained quarterly.

12.8 Facility Litter: Staff perform daily patrols of all landside areas for litter to prevent trash from entering storm drains.

9 Storm Drain Cleanout: Staff annually clean all storm drains prior to the rainy season.

Attachment A VHMYE Emergency Action Plans

Fuel & Oil Spill Prevention & Containment Plan

1.1 Prevention

Waste Oil Station: The nearest waste oil recycling station is located at VHMYE office. There is a charge by the Marina Operators. We provide and maintain a waste oil disposal station. The disposal unit is above ground and within secondary containment enclosures. The disposal unit is open daily between the hours of 9am and 4pm, and is inspected daily by VHMYE staff. The facility is licensed by Ventura County Fire Authority.

Recycling: Waste oil is recycled by a qualified Hazardous Waste Hauler. Haz Mat Manifests for each disposal are maintained on file at the VHMYE office.

Clean and Green Campaign:

This program is promoted by the California Coastal Commission and monitored by the Ventura County Health Dept. Through the program, VHMYE can provide boaters free oil absorbent pads. Information about the oil absorbent pad exchange program is available at the VHMYE office. Signs about the program are posted at all dock gates and at the waste oil disposal stations.

1.2

Containment

Storage: VHMYE staff shall take all reasonable efforts to store chemicals in a manner that prevents spills.

Spills: VHMYE staff shall clean up all spills immediately. If unable to do so, the incident shall be reported to VHMYE manager immediately.

Fuel & Oil Spill Response Plan

- 1 Upon receiving a report of a spill, VHMYE manager shall be notified and dispatched to assess the situation and direct clean up efforts:
 - a. Immediate notification of local authorities.
 - b. Deployment of emergency remediation supplies
 - c. Acquisition of additional remediation supplies and services, including proper disposal of clean up materials.
 - d. VHMYE staff will assist in identifying the source of the spill. Once the source of the spill is identified, vessel owner shall be immediately

notified and vessel owner information provided to the Harbor Patrol.

e. In extreme cases the vessel may be taken to the VHMYY Shipyard for emergency repairs or haul out.

f. A complete report of the incident shall be created and filed by the VHMYY manager.

Hazardous Materials Management Plan

- 1 Oil and Fuel Spill Response Plan: VHMYY maintains an oil spill response plan and has first responder containment/cleanup supplies available. A copy of the oil spill response plan is found within this Clean Marina Plan.

- 2 Training: VHMYY staff are trained to identify potential hazardous materials, wastes, and spills and the proper procedures for containment, cleanup and disposal.

- 3 Haz Mat Storage & Disposal: The storage of hazardous materials or refueling of vessels is prohibited on VHMYY docks. Weekly inspections of docks, for the purpose of identifying and removing hazardous waste in its various forms (liquids, spent zinc anodes, batteries), are conducted by VHMYY staff.

- 4 Trash Removal: The VHMYY trash dumpster is posted with a sign prohibiting all hazardous waste disposals. All Haz Mat that is encountered at VHMYY facility is collected by Marina Operators for proper disposal.

Emergency Telephone Numbers

Emergency Telephone Number 911

Ventura Harbor Patrol	805-642-8618
Ventura Police Dept.	805-650-8010
Vessel Assist	805-947-8566
Ventura Fire Dept Station 5	805-339-4300

VHMYY Best
Management
Practices

Introduction

These Best Management Practices (BMPs) are intended for the education and training of VHMYY staff, to ensure clean and environmentally sound work practices through the following:

1. Promoting good water quality, abundant sea life and a clean boating environment.
1. Take active measures to protect the environment from all pollutants.
1. Set a good example for boaters, contractors and the general public by using environmentally sound practices.

Contents

- Litter & Trash Handling
- Hazardous Materials
- Fuel & Oil Spills
- Storm Drain Pollution Prevention
- Clean Work Practices

Littering and Trash Handling

- 1 Littering: Every piece of litter has the potential to end up in the ocean, so VHMYY dedicates many man hours to litter pick up.

In the course of all assignments, each VHMYY employee is asked to pick up litter as it is encountered on the premises. This is a standing assignment to all personnel.

Picking up litter reduces future littering. An individual is less likely to litter if facility is kept clean. Imagine that you toss a piece of litter and it misses the trash can. Wouldn't you be less likely to pick it up if the can is already surrounded by litter?

Docks will be checked on a weekly basis. Water areas are patrolled for litter by boat twice weekly or more often if necessary.

Things you can do to reduce litter:

- Report litter problems to your VHMYY office.
- Make sure you have the proper equipment – equipment needs should be directed to VHMYY office.

- Make sure that all trash & restrooms have sufficient trash receptacles and are emptied regularly.
- Set a good example by making sure you do not litter.
- Pick up all litter you encounter.
- Ensure that company vehicles do not have loose litter that could blow out.

- 2 Trash Handling: Outdoor trash receptacles are located conveniently throughout the VHMYY facility.

Once daily all trash receptacles will be emptied, the trash taken to the facility dumpsters. Recyclables are to be kept separate and disposed of in the designated recycling dumpsters.

The local refuse hauler will haul away the trash no less than three times a week. Additional dumpsters may be provided during peak times.

Additional things you can do:

- Make sure there is no loose trash I the back of company vehicles. Trash should be securely bagged.
- Make sure you have the proper equipment when assigned to trash pick up.

If you encounter hazardous wastes in the trash, report it to VHMYY office immediately (see section on Hazardous Materials).

Hazardous Materials

Hazardous materials pose a serious threat to the environment and safety. There are many ways you can prevent haz mat exposures:

4.1 Work Place Hazardous Materials

- Whenever possible use products which are environmentally friendly.
- Limit the amount of open chemicals or containers used on a project.
- Most common hazardous materials are – cleaning supplies, paints & thinners, fertilizers, insecticides & herbicides, automobile batteries – B UT THERE ARE MANY OTHERS.
- Most hazardous materials are to be stored in the maintenance sheds. Be sure to use hazardous materials/chemicals according to their instructions. If unsure, contact your dept. manager. All spray bottles should be clearly marked. Hazardous wastes should be reported to the VHMYY office for proper

disposal. Use proper protections such as gloves and tarps, when using hazardous materials.

2 Boaters:

- Boaters may not discharge anything but clean water into the harbor.
 - Hazardous & flammable materials may not be stored on the dock or in the dock steps. If you discover hazardous materials on the dock contact V HMYY office.
 - Refueling at dockside is prohibited.
- The V HMYY office maintains literature on clean boating practices.
- Hazardous materials may not be disposed of in trash receptacles or dumpsters. Signs are posted.
 - If you find hazardous materials in the trash, set them aside and report them to the V HMYY office for proper disposal.
 - If you observe any individual disposing of hazardous materials improperly, report them to the V HMYY office.

3

Hazardous Material Spill Action Plan

- Upon receiving a report of a hazardous material spill, V HMYY manager shall be immediately notified and dispatched to assess the situation and direct clean up efforts including:
 - a. Immediate notification of local authorities (fire department).
 - b. Deployment of any or all emergency remediation supplies.
 - c. Acquisition of additional remediation services,
 - * Every effort shall be made to prevent the spill from reaching storm drains or harbor waters.
- Should a spill reach a storm drain or harbor waters, the Ventura Fire Dept. Station 5 shall be notified immediately.

Fuel & Oil Spills – Water

Fuel and oil spills are a common source of pollution in the harbor which is why all V HMYY staff are trained to detect spills and report them to the Harbor Patrol office.

Upon receiving a report of a spill, V HMYY manager shall be notified and dispatched to assess the situation and direct clean up efforts including:

- Immediate notification of local authorities.
- Deployment of emergency remediation supplies.
- Acquisition of additional remediation services, such as contacting marina Operators and disposal of clean up materials.
- VHMYY staff will assist the harbor patrol in identifying the source of the spill. Once the source of the spill is identified, vessel owner shall be immediately notified and owner information shall be provided to the Harbor Patrol.
- In extreme cases, the vessel may be taken to the VHMYY yard for emergency repairs or haul out.
 - A complete report of the incident shall be created and filed by the VHMYY manager.

Storm Drain Pollution

All storm drains at the facility empty into the harbor and are often the source of the following types of pollutants:

- Biological – sewage, pet waste, decaying plant material.
- Chemical – oil, fuel, thinners, insecticides, herbicides, cleaners.
- Litter & garbage.

You should never put anything into the storm drain except small amounts of clean water. To further prevent pollution we have created a storm drain pollution prevention plan.

Storm Drain Pollution Prevention Plan

- Parking Lots: All parking lots are swept on a weekly basis.
- Landscaping: All landscaping trimmings are hauled away.
- Irrigation: System is inspected weekly to reduce runoff into storm drains. Necessary repairs are done quickly. When possible water conserving irrigation will be used. Soil level in planters shall be kept several inches below surrounding curbs to further minimize run off
- Facility Litter: Staff perform daily patrols of all landside areas for litter at the facility.
- SD Cleanout: Staff annually clean all storm drains prior to the rainy season.
 - Grates and Filters: Have been installed on all storm drain inlets to prevent trash and debris from entering the harbor.
 - Signage: All storm drains are marked "No Dumping – Drains into harbor &

Ocean”.

- Automobile maintenance and washing is prohibited inVHMY Y lots.
- VHMY Y maintains a supply of absorbent pads and booms and staff are trained regularly on the location of spill materials and their use.
- Water Quality Protections are included in project specifications.

Clean Work Practices

All employees are required to work in a clean manner and take great care to avoid polluting the environment. Here are a few clean work practices you can use:

- Use tarps or other materials and equipment to ensure nothing gets into the ocean.
- Use chemicals and materials sparingly. Use environmentally friendly chemicals whenever possible.
- Bring clean up equipment with you so you are prepared to clean up throughout each project.
- Avoid jobs on the dock or near the water unless absolutely necessary.
- Be on the lookout for all sources of pollution at VHMY Y and boaters violating VHMY Y Rules and Regulations.
 - Immediately report all sources of pollution and spills to VHMY Y manager.

**Ventura Harbor Marina &
Yacht Yard (VHMY)**
Attachment D

RULES AND
REGULATIONS

These Rules and Regulations are an attachment to and incorporated in the Slip/work Agreement. These Rules and Regulations are for the benefit of all those who maintain a boat at VHMY docks or yard. Owners are required to notify VHMY or Manager of any unsafe or hazardous conditions that come to their attention. A breach of any of these Rules and Regulations shall constitute a breach of the agreement and shall permit VHMY to exercise all rights and remedies permitted at law or in equity to remedy said breach, including, but not limited to, a termination of the agreement and expulsion from facility.

1. Water/Power Lines. Water, telephone, cable or power lines shall not cross main headwalks and be in good/safe condition.
2. Safe Mooring. All boats shall be moored in a safe manner.
3. Vessel Inspections. VHMY reserves the right to inspect all boats to determine if they are properly identified and equipped for safe operation in accordance with Coast Guard Regulations and other applicable regulations. VHMY may, at their discretion require a current inspection by the U.S. Coast Guard.
4. Seaworthiness. All vessels must be able to actively navigate seas or open waters (seaworthy).
Non operational Houseboats and other unseaworthy vessels are prohibited in the Marina.
5. Fishing/Swimming. Fishing or swimming within Marina, including fishing from boats within the Marina shall not be permitted.
6. Bicycles/Skates, Etc. No person shall roller skate, roller blade, skateboard, ride bicycles, go-peds (or other motorized or non-motorized scooter, skateboard, mini-bike or similar type device) or motorcycles on the docks or gangways located at the Marina.
7. Projections Beyond End of Berth. The maximum distance by which any boat (including all extensions such as swim steps, booms, bait tanks, etc.) may project beyond the end of the berth into the waterway shall be 3 feet unless otherwise permitted in writing. No part of the boat shall extend over

the main headwalk. All boats shall be tied with bow toward headwalk so boarding will be done on starboard or port side. All Slips must be occupied by an appropriate size Vessel.

8. Electrical Connections. In accordance with the Ventura County Fire Code all connections made to the Marina receptacles shall be grounded and U.L. approved. Wiring must be of adequate size for the power provided. Electrical shore-power connections must be marine grade and be in good, safe condition. Electrical cords may not be affixed or secured to the docks or be allowed to hang into the harbor.

9. Children. Children under 12 years are not permitted on docks without the immediate presence of their parents or other responsible adults. (Non-swimmers or toddlers are required to wear life jackets when on the docks or boat decks.)

10. Notification of Unsafe Conditions. Owners and all other members of the Marina, their guests and invitees shall promptly notify County or VHMYY of any unsafe or hazardous condition that comes to their attention.

11. Hazardous Activities/Barbecues. All high-risk fire hazards, i.e., refueling boats at dock side, storing flammable or hazardous material in dock boxes, welding, etc. is strictly prohibited. Barbecues are strictly prohibited on all dock areas.

12. Discharges from Vessels/Disposal of Liquids. No vessel owner or guests of the VHMYY docks shall throw, discharge or deposit from any vessel, dock or premises any refuse matter, oil, spirits, inflammable liquid, oily bilges in the harbor. All such matter shall be deposited in appropriately-marked containers within the Marina. Ventura County Ordinance provides it is unlawful to throw, discharge or deposit from any vessel or float any refuse, oily bilge fluids, inflammable liquids and other contaminants into water or upon the premises. Vessels with automatic bilge pumps will be maintained in such a manner as to prevent the discharge of contaminants overboard by using oil absorbent bilge pads. Trash receptacles and recyclable receptacles are provided for

the convenience of vessel owners.

13. Use of Chlorinators. Use of boat toilets not equipped with chlorinators or storage devices approved by the Ventura County Health Department shall not be permitted within the Marina. VHMYY reserves the right to inspect all boats for installation and operation of such devices.

14. Laundry. There shall be no laundering or drying of clothes on deck or rigging at the Marina.

15. Noise. Except for entering or leaving the Slip, main engines, power-generation equipment, or other noise-making machinery shall not be operated between the hours of 8:00 p.m. and 7:00 a.m. Unnecessary operation of engines in the Slip shall not be permitted.

16. Engine Operation. Engines may not be operated in gear while boats are secured to dock.

17. Speed Limit. The maximum speed limit within Ventura Harbor shall be 5 mph (no wake permitted). The maximum speed limit within all Marina parking lots shall be 5 mph and all unsafe driving is strictly prohibited.

18. Improper Vessel Handling. Improper or unsafe boat handling shall be just cause for immediate termination of the Slip/storage Agreement. Owners shall immediately report to VHMYY any and all vessel or vehicle accidents / damage occurring at Marina or Boat yard.

19. Use of Docks/Floats. The use of docks/floats to store or place supplies, materials, accessories, or gear of any kind shall not be permitted within the Marina except in any lockers provided by VHMYY in future. Owners further agree that VHMYY in its exclusive discretion may remove, impound and/or dispose of any such improperly stored items in which case VHMYY assumes no responsibility or liability.

20. Boarding Steps. Any steps used for ingress to and egress from a Vessel shall not be wider than one-half ($\frac{1}{2}$) of the width of the finger to which the Vessel is moored, and no more than five feet in length. The steps must be of a light weight

construction and approved in advance by the Manager. The steps may not be used as a storage locker except as approved by office.

21. Vessel Repairs. Apart from work accomplished wholly below decks, no rebuilding, hull painting, sander use, spray gun use, welding, overhauls or other vessel maintenance or refurbishment efforts are permitted while in the Marina. However, minor maintenance and bright work may be permitted. The types and extent of maintenance which will be permitted are within the sole discretion of VHMYY and Owners should contact the Office with questions. Any damage caused to the premises by the boat owner shall be repaired by VHMYY, at the expense of boat owner.

22. Damage to Marina Property. Each boat owner in the Marina will be held responsible for any damage to the Marina and/or structures caused by a boat owner, his or her guests, agents and/or employees. Boat owners shall immediately notify VHMYY of of any and all damages caused to Marina/Yard property.

23. Repair of Damages Caused by Boat Owner. Any damage to the Slip, Marina or Harbor by any boat owner or his or her guests, agents and/or employees may, at VHMYY option, be repaired or corrected solely by VHMYY at the expense of said boat owner.

24. Offensive or Harmful Conduct. Disorder, depredations or indecorous conduct by any boat owner or his or her guests, agents and/or employees that might injure a person, disturb other boat owners, cause damage to the Marina or the Harbor or harm the reputation of VHMYY shall be just cause for immediate termination of this Slip/yard agreement.

25. Solicitations. It is unlawful for any unauthorized person to solicit or advertise business or offer for sale goods, wares, merchandise or services, or solicit orders for such sales on the premises of the Marina and Boat Yard, including but not limited to the docks, buildings or parking or vehicles and vessels within the Marina.

26. Signs. Unauthorized signs or banners are prohibited

aboard any boat in the Marina or upon the Marina premises. Each boat owner is authorized one "vessel for sale" sign aboard the Vessel, no greater than 18" by 24".

27. Commercial Use of Vessel. Use of any Vessel moored at the Marina for commercial purposes is not permitted without the prior written approval of the VHMYY.

28. Small Boat Storage. A "small boat" is defined as a boat, inflatable, dinghy, jet skis or similar vessel with a LOA of 10 feet or less, or a canoe or kayak with a LOA of 12 feet or less. A small boat may be stored on the Vessel or within the Slip water space. Dinghies and kayaks may be launched from Marina docks provided the boat owner of such vessel(s) is entitled as a party to a current and valid License AND the small boat weighs less than 100 pounds. Jet skis, personal watercraft and vessels weighing in excess of 100 pounds shall not be launched from Marina docks at any time. Vessels with an LOA greater than 10 feet or kayaks with an LOA greater than 12 feet do not qualify as a Small Boat under this rule and cannot be stored in a Slip without the prior written permission of VHMYY.

29. Amendment of Rules/Statutes/Regulations. The Harbor Ordinances, County and DPYC Rules and Regulations set forth herein and as they maybe amended from time to time and all other laws, rules, statutes and regulations established by regulatory bodies having jurisdiction, including VHMYY, Ventura County, State of California and the United States of America shall form a part of the License as though printed herein.

30. Television Antennas. Aerial television antennas are not permitted on Vessels moored in the Marina. A single satellite dish or marine television antenna (less than 30") is permitted on a Vessel moored in the Marina.

31. No Mooring at Marina Without Valid Slip Agreement. No Vessel may be moored at Marina unless a current Slip Agreement is in effect between the owner of said vessel and VHMYY. Boat owner is prohibited from storing more than one vessel in a Slip unless vessel qualifies as a "small boat" under rule 28, or has obtained prior written approval of VHMYY.

Liveaboard permits shall be limited to no more than thirty-five percent (35%) of total Marina slips.

32. Use of Approved Equipment/Alterations to Docks & Premises. All equipment, used on docks by Marina boat owner (dock wheels, boarding ladders, etc.) must be approved by VHMYY. Boat owners may not install additional dock lockers, fenders, bumpers, rub rails, rollers or in any way make alterations to the dock, dock box or fingers. Boat slip liners and boat lifts are prohibited. All installations on the floats shall be installed by Manager's staff at the cost of the Boat owner and shall be approved by VHMYY on an individual basis.

33. Parking. No vehicle may remain on the parking lots provided for boat owners use or other parts of the Marina for a period exceeding 72 hours unless prior written approval is obtained from VHMYY. All types of trailers, RVs and vehicles longer than 23' are prohibited in the Marina parking lots without the prior written approval of VHMYY. Failure to comply with these parking rules may result in the towing of vehicles, at their owner(s) sole expense and risk. Neither VHMYY nor its respective officers, agents or employees shall be liable to Boat owner or Boat owners guests, employees, or agents for any loss of, or damage of any kind to any motor vehicles or other personal property in or on the buildings, parking lots, or other portions of the Marina. All changes to parking regulations will be posted at the VHMYY. The washing of any vehicle, vessel or apparatus is prohibited in the Marinas parking lots.

34. Maintenance of Slip and Surrounding Environs. Boat owners agrees to maintain the Slip, the walks, floats, ramps, gangways and docks in, about and surrounding the Slip in a neat, clean and unobstructed condition at all times. Should it become necessary for VHMYY to maintain the area in said condition, it will be done at Boat owners expense.

35. Disposal of Refuse: The boat owner shall not deposit into any garbage can or other receptacle located on Marina or boat yard property any of the following: (1) paint, varnish, thinner, non-edible oil or other flammable or hazardous materials; (2) vessel parts, including but not limited to engine machinery

parts, interior parts, fastenings or upholstery; or (3) any item weighing in excess of 20 pounds. For the location of household hazardous waste disposal sites, contact the Manager.

36. Pets: Ventura County Ordinance provides that all pets shall be on a leash not longer than 6 feet, at all times and under the direct control of an adult. Should any pet become a nuisance at the Marina, Manager may require said pet to be removed from the Marina. Animals are not permitted in the restrooms. Dogs without licenses will be considered a violation of this License and grounds for termination. Animal droppings are required to immediately be cleaned up.

37. Hose – Nozzles. Automatic shut-off nozzles must be attached to hoses in order to conserve water. Water hoses shall not be left running in a manner that waste water.

38. Vessel Maintenance / Contractors. Apart from minor maintenance and light work, no work involving the Vessel may be accomplished while at the dock or otherwise on Marina property. The determination of what constitutes minor maintenance and bright work will be at the sole and absolute discretion of the Manager. Prohibited work includes, but is not limited to, painting, sanding, use of paint remover, spray guns, welding or the burning of paint on the topsides or above the decks. Contractors hired by Boat owner to work on the Vessel must be registered with the Office prior to the commencement of such work, and each such contractor must maintain and provide proof of liability insurance in an amount of at least \$1 million. Boat owner further agrees to comply with all applicable rules, regulations, orders, statutes and laws of VHMYY, the State of California and/or all other governmental entities with jurisdiction over the Harbor or the Marina. Access will not be provided to un-registered contractors.

39. Flammable Materials and Use of Dock Boxes. Neither Boat owners nor anyone acting on his/her behalf shall burn paint or use flammable materials without the prior written consent of VHMYY. Boat owner agrees not to store any

flammable or hazardous materials in a dock box locker. VHMYY assumes no responsibility for the protection or safety of Boat owners possessions, including but not limited to, belongings kept by Boat owner in a dock box.

40. Fish Cleaning. No fish cleaning is permitted within the Harbor.

41. Storage in Parking Lot. The Marina's parking lot is for the use of Boat owners and authorized visitors. Boat owners shall not store in the Marina's parking lots any vehicle, trailer, camper or anything else without the prior express written approval of VHMYY.

42. Articles Left in a Storage Locker. VHMYY is not responsible for any article remaining in a Boat owners storage locker once Boat owner has moved his/her Vessel or abandoned his/her Vessel. Boat owner further agrees that VHMYY, in its exclusive discretion, may remove and dispose of any such articles left behind in which case all proceeds derived from such disposal, if any, shall become the sole property of VHMYY.

43. Noise and Conduct. Boat Owners shall not make or allow any disturbing noises on the docks or anywhere on the premises, with particular emphasis between the hours of 8:00 p.m. and 7:00 a.m., either by Boat owner or his/her family or guests, nor shall Boat owner permit such persons to engage in any conduct which will interfere with the rights, comforts or convenience of others. The activities and conduct of Boat owner and/or Boat owner's family while on Marina/Yard premises must be reasonable at all times. Boat owner assumes full responsibility for his/her guests' conduct and agrees to be held jointly and severally liable for all consequences of his/her guests actions or misconduct.

44. Storage of Equipment. Boat owner shall not store or leave any items on the floats, docks, fingers, landings or landside areas of the Marina, including plants, bicycles, dinghies and other items. Bicycles must be stored on the Vessel. Dinghies may only be stored on the Vessel or in an authorized storage space designated by VHMYY. VHMYY strongly urges Owners

secure all items, as VHMYY shall not be held liable for the loss or theft of any personal belongings.

45. Dinghy Storage. VHMYY may but is not required to provide storage for dinghies and/or kayaks.

If VHMYY elects to do so Owner is not assured he/she will be provided storage space. If dinghy storage space is provided Owners agrees to tender the then current dinghy storage fee no later than the first day of each month, together with other fees due. Dinghies with an LOA greater than 10 feet or a kayak with an LOA of 12 feet may not be stored in the Slip without the express prior approval of the Manager.

46. Halyard Noise. Halyards shall be tied off to eliminate noise. Dock lines shall be maintained in a safe, unchafed, manner and shall be of adequate size for the Vessel.

47. Transfer of Interest in Vessel. Should Boat owner sell or otherwise transfer interest in Vessel, Boat owner may upon written approval of Manager, continue renting the Slip provided Boat owner obtains a new vessel of size appropriate for the Slip within 90 days. Failure to do so will result in termination of this agreement.

48. Change of Ownership. Boat owner shall notify Manager in writing within five (5) days of any change of ownership of Vessel resulting from a gift, sale, withdrawal, addition or substitution of partners, the sale or transfer of stock or change of directors or officers in a closely held corporation owning the vessel. Boat owner must maintain a minimum of 20% interest in Vessel and an interest in Vessel equal to or greater than that of all other parties.

49. False Information. Providing false information or documentation to VHMYY or County to obtain or maintain a Slip in Marina shall be considered grounds for immediate termination of this agreement.

50. Registration and Insurance. Boat owner shall provide VHMYY office a copy of current vessel registration from the CA DMV or vessel documentation from US DOT. Registration or

documentation must list all vessel owners and Marina tenants of record. Before locating a vessel in Marina, Boat owner shall provide Marina proof of current vessel insurance for \$300,000 single limit liability. Failure to provide current vessel registration / documentation and current vessel insurance for the entire term of the license may result in termination of the agreement.

51. Taxes and Assessments. This Agreement may create a possessory interest, which is subject to the payment of taxes levied on such interest. It is understood and agreed that all taxes and assessments (including but not limited to said possessory interest tax) which become due and payable upon the Slip, shall be the full responsibility of Boat owner, and Boat owner shall cause said taxes and assessments to be paid promptly.”

52. Maintenance Best Management Practices. Boat owner and boat owners contractors must adhere to the following procedures. Failure to follow these policies /procedures will result in immediate termination of the agreement:

A. Policies.

1) All contractors, independent contractors and self-employed boat workers hired by Licensee must show proof of insurance in the amount of \$1 million naming VHMY as additional insured, and register with and receive prior approval from the Marina before beginning work on the Marina or yard premises.

2) Boat owners may undertake basic boat projects as needed to maintain their vessel safety, appearance and utility. The extent of such repairs and projects allowed in the marina shall be at the sole discretion of the Marina.

3) New or substantial work must be approved by the Marina prior to undertaking the project.

4) Minor vessel maintenance projects should be limited to work on 25% or less of the vessels surface and not to exceed 5 days.

5) All Boat owners are reminded that the Marina is a recreational area and that the boat yard is a repair facility. Boaters are required to protect water quality at all times

6) Boaters are encouraged to use environmentally friendly cleaning products. Products should be phosphate free and be biodegradable. Avoid cleaners that contain lye, sodium hydrochloride, chlorine, or petroleum distillates.

7) Boaters are encouraged to use non-toxic and legal paints. Use products that are low in VOCs (Volatile Organic Compounds) which are a source of air pollution.

B. Engines and Bilges.

1) Boat owners must use absorbent bilge pads to soak up oil and fuel in the bilge.

2) Do not discharge bilge water if there is a sheen to it.

3) Recycle oil and fuel products properly.

4) Dispose of absorbent pads and filters properly.

5) Do not dispose of any fuel, paint, oil, absorbent pads/rags, batteries, engine parts, or other contaminated materials into the Marina trash receptacles or dumpsters.

6) Use caution when fueling to avoid spills and potential hazardous situations. Fueling at dockside is prohibited. Avoid overfilling fuel tanks.

7) Keep engines properly maintained for efficient fuel consumption and clean exhaust.

8) The use of detergents and/or emulsifiers of fuel spills in the water are prohibited.

9) Use oil absorbent pads while fueling to catch any drips or spills.

10) Routinely check engines for leaks and use drip pans or absorbent pads under engines. 11) Report all spills to the VHMYY office immediately (805)642-6755.

C. Painting and Varnishing.

1) Limit the amount of open solvents or paints on the docks to one (1) gallon at a time. Never leave open paints unattended.

2) Always mix paints and epoxy over a tarp.

3) Always use a pan or drop cloth.

4) Use up remaining bits of paint by spreading it on an old board.

5) Spray painting or spraying of varnishes is prohibited in the

marina.

6) Do not dispose of any paint, oil, varnish, absorbent pads/rags or other contaminated material into the Marina trash cans or dumpsters. Paints, solvents and other hazardous materials must be disposed of legally at a household hazardous waste station or other appropriate disposal facility.

D. Surface Preparation.

- 1) Use biodegradable soaps, cleaners and teak cleaners approved for ocean waters.
- 2) Liberally use tarps to capture all scrapings, debris and drips. No material may enter the water.
- 3) Use vacuum power sanders, vacuum all dust and debris. No material may enter the water.

E. Sewage

- 1) Untreated sewage must never be discharged into the harbor waters.
- 2) Store sewage in holding tanks and dispose of sewage properly at pump-out stations.
- 3) Never discharge Type I sewage while moored in the Marina.
- 4) Use shore-side restrooms whenever possible, rather than toilets aboard vessels.

F. Solid Waste Disposal.

- 1) Dispose of all garbage in proper shore-side dumpsters.
- 2) Let empty cans dry thoroughly before disposing of them into trash dumpsters.
- 3) Please recycle green, brown and clear glass, newspapers and aluminum products.

G. Chemical Storage.

- 1) Purchase only the amount of chemicals/paints you need for a project.
- 2) Review storage of paints, varnishes, solvents, and chemicals every six months. Properly dispose of old or unnecessary products.

- 3) Do not store more than two gallons (total) of these products on your Vessel.
- 4) Never store any of these products in a dock locker.

H. Hull Maintenance

- 1) The use of non-toxic and legal hull paints is recommended.
- 2) Make sure that paints are applied properly and in accordance to manufacturer's recommendations.
- 3) Wait 90 days after painting the hull before underwater cleaning.
- 4) Hull bonding or painting problems should be properly repaired.
- 5) Schedule regular hull cleaning & maintenance to eliminate the need for hard scrubbing. Soft scrubbing reduces environmental impact and extends the life of your hull paint.
- 6) Choose a qualified hull cleaning company using Best Management Practices.
- 7) Power scrubbers and pressure washers are prohibited at the Marina.
- 8) Waste zinc anodes should be disposed of properly.

Contact the Marina Manager's Office for Recycling
Locations,

Pump-Out
Locations, and
Commercial
Pump-Out Services

APPLICABLE LAWS CONCERNING WATER
POLLUTION HARBORS, BEACHES AND PARKS
DISTRICT Ventura County Harbor
Sanitation

Toilets and Refuse

- (a) No person shall discharge, or permit or allow any other

person on a vessel under his control or command to discharge any human or animal excreta from any head, toilet or similar facility or otherwise from a vessel into the waters of a harbor. (b) No person shall throw, discharge, deposit or leave or cause, suffer or permit to be thrown, discharged, deposited or left, either from the shore or from any pier or vessel or from any factory or elsewhere, any refuse matter of any description in the navigable waters of a harbor.

Discharge of Flammable Material

No person shall pump or discharge from any vessel or tank into the waters of a harbor, oil, spirits or flammable liquid, or deposit any rubbish, refuse matter or articles of any offensive character therein or upon any pier or street leading to such facility.

Dead animals.

No person shall throw, place or leave any dead animal or putrefying matter into or in the waters of a harbor, on or along the shore thereof.

Vessel wastes

(a) No person shall own or operate a vessel equipped with any head (toilet) or receptacle from human body wastes in the waters of a harbor unless:

- (1) Said vessel is also equipped with a holding tank designed to retain all human body wastes deposited in said head or receptacle until such time as said sewage can be discharged otherwise in accordance with law; or
- (2) Said head or receptacle is connected directly to a sanitary sewer system; or
- (3) Said head or receptacle is connected to an on-board sewage treatment system which produces an effluent meeting such standards as may be approved by VHMYY Health Officer for discharge into the waters of a harbor.

FISH AND GAME

CODE Chapter 2.

Pollution. Article 1.

General.

Water Pollution; Prohibited Materials

Except as provided in subdivision (b), it is unlawful to deposit in, permit to pass into, or place where it pass into the waters of this state any of the following:

- (1) Any petroleum, acid, coal or oil, lampblack, aniline, asphalt, bitumen, or residuary product of petroleum or carbonaceous material or substance.
- (2) Any refuse, liquid or solid, from any refinery, gas house, tannery, distillery, chemical works, or mill of any kind.
- (3) Any sawdust, shavings, slabs or edgings.
- (4) Any factory refuse, lime, or slag.
- (5) Any cocculus indicus.
- (6) Any substance or material deleterious to fish, plant life, or bird life.

This section does not apply to the discharge or release that is expressly authorized pursuant to, and alliance with, the terms and conditions of waste discharge requirement pursuant to Section 13263 of Water Code or a waiver issued pursuant to subdivision (a) of Section 13269 of the Water Code issued

FISH AND GAME CODE

5652. Refuse Disposal into Waters: Exceptions

It is unlawful to deposit, permit to pass into, or place where it can pass into the waters of the state, or to abandon, dispose of, or throw away, within 150 feet of the high-water mark of the waters of the state, any cans, bottles, garbage, motor vehicle or parts thereof, rubbish, or the viscera or carcass of any dead mammal, or the carcass of any dead bird.

The abandonment of and motor vehicle in any matter that violates this section shall constitute a rebuttal presumption affecting the burden of producing evidence that the last registered owner of record, not having complied with Section 5900 of the Vehicle Code, is responsible for such abandonment and is thereby liable for the cost of removal and disposition of the vehicle. This

section prohibits the placement of a vehicle body on privately owned property along a stream bank by the property owner or tenant for the purpose of preventing erosion of the stream bank.

HARBORS AND NAVIGATION CODE

Section 133. Discharging fuel oil from vessel in harbor; definitions Except in case of emergency imperiling life or property, or unavoidable accident, collision, or stranding, or as otherwise permitted by law, it is unlawful and constitutes a misdemeanor for any person to discharge, or suffer the discharge of oil by any methods, means, or manner, into or upon the navigable waters of the State from any vessel using oil as fuel for the generation of propulsion power, or any vessel carrying or having oil in excess of that necessary for its lubricating requirements, and such as may be required under the laws and prescribed rules and regulations of the United States and this State.

As used in this section, the term "oil" means oil of any kind or in any form, including fuel oil, oil sludge, and oil refuse, and the term, "navigable waters of the State," means all portions of the sea within the territorial jurisdiction of the State, and all inland waters navigable in fact in which the tide ebbs and flows.

Appendix E

Responses to Comments on the Draft IS-MND



RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes comments received during the circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) prepared for the Ventura Harbor Marina and Yacht Yard Expansion.

The Draft IS-MND was circulated for a 30-day public review period that began on August 7, 2015. The Port District received seven comment letters on the Draft IS-MND. The commenters and the page number on which each commenter's letter appears are listed below.

<u>Letter No. and Commenter</u>	<u>Page No.</u>
1. Becky Ota, Habitat Conservation Program Manager, Marine Region, California Department of Fish and Wildlife	2
2. Tricia Maier, Manager, Planning Programs Section, County of Ventura Resource Management Agency	10
3. Alicia Stratton, Ventura County Air Pollution Control District	12
4. Derrick Wilson, Staff Services Manager, Integrated Waste Management Division, County of Ventura Public Works Agency	15
5. Transportation Department, Ventura County Public Works Agency	18
6. William W. Crew	21
7. Scott Morgan, Director, State Clearinghouse, State Clearinghouse and Planning Unit	23

The comment letters and responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter, if more than one, has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).





1

August 27, 2015

Ms. Jessica Rauch
Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001
jrauch@venturaharbor.com

SUBJECT: DRAFT MITIGATED NEGATIVE DECLARATION FOR THE VENTURA HARBOR MARINA AND YACHT YARD EXPANSION

Dear Ms. Rauch:

The Department of Fish and Wildlife (Department) has reviewed the Draft Mitigated Negative Declaration (MND) received on August 6, 2015 for the proposed Ventura Harbor Marina and Yacht Yard expansion (Project). The site is located in the southern portion of Ventura Harbor in the City of Ventura. The Project would entail the following activities:

1.1

- Increase the number of boat slips from 40 to 80.
- Removal of 83 wood piles.
- Removal of the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks.
- Construction of an expanded dock structure.
- Installation of bulkheads and access ramps.
- Relocation of the fuel dock.
- Provide transient dockage in excess of 60 feet on the western walkway.
- Expand private boater slips, including some doublewide slips to potentially provide dockage for multi-hull vessels.
- Overhaul and expand the haul and launch facilities for boaters. Improvements include filling holes in the cement pier to improve safety and extending the pier by 10 feet in order to hoist larger boats.

As a trustee for the State's fish and wildlife resources under Fish and Game Code section 1802, the Department has jurisdiction over the conservation, protection, and management of fish, wildlife, and habitat necessary for biologically sustainable populations of those species. In this capacity, the Department administers the California Endangered Species Act, the Native Plant Protection Act, and other provisions of the California Fish and Game Code that afford protection to the State's fish and wildlife trust resources. Furthermore, the Department is recognized as a "Trustee Agency" under the California Environmental Quality Act (CEQA) with regard to the fish and wildlife of the state, to designated rare or endangered native plants, and to game

refuges, ecological reserves, and other areas administered by the department. (CEQA guidelines §15386). As a Trustee Agency for fish and wildlife resources, the Department is responsible for providing biological expertise with respect to potentially significant impacts arising from project activities and means to mitigate or avoid such impacts.

Under the California Endangered Species Act (CESA, Fish and Game Code section 2080 et seq.), “take” of a species is that is listed as endangered or threatened is prohibited. Compliance with CEQA does not eliminate the obligation to comply with Fish and Game Code section 2080. If a Project could result in the “take” of any species listed as threatened or endangered under CESA, a Project proponent may avoid violations of Fish and Game Code section 2080 by seeking an incidental take permit (ITP) from the Department pursuant to Fish and Game Code section 2081, subdivision (b). The Department may issue an ITP if the statutory conditions are met, including the requirement that the impacts of the take are minimized and fully mitigated. (Fish & G. Code, § 2081, subd. (b)). The Department is always available for consultation to determine if Project implementation would result in unauthorized take of a State-listed species.

The Department is also responsible for marine biodiversity protection under the Marine Life Protection Act (MLPA) in coastal marine waters of California. Pursuant to our jurisdiction the Department has the following comments and recommendations regarding the Project.

Additional Information Needed

The MND does not include sufficient biological baseline information to allow an adequate assessment of the Project related impacts to fish and wildlife resources that utilize this area. A detailed project description is needed in order to determine impacts from overwater dock coverage, shading, water quality, underwater noise, and pile driving/removal impacts. The Final MND should also include any best management practices and procedures to avoid, minimize or compensate for unavoidable impacts associated with overwater structures to fish, invertebrates, seabirds and their habitats.

1.2

Fish Habitat

Shallow, subtidal habitats within marinas are considered fish habitat areas of particular concern according to the National Marine Fisheries Service (NMFS, 2015). The Department determined that Ventura Harbor may have at least one acre of eelgrass according to a 2011 southern California inventory report (Bernstein and others 2011), and that the harbor is part of the coastal pelagic species essential fish habitat area in California. Additionally, the Project area underneath proposed dock configuration may contain potential eelgrass habitat and may have invasive, non-native species such as *Caulerpa taxifolia* depending on the depths and other growth factors. The MND (Figure 3) indicates that the depths of new piles and dock configurations are sufficient for eelgrass growth and that the Project could have potential impacts to eelgrass if present.

1.3

Seabirds

Endangered, threatened or fully protected sea bird species such as the California least tern (*Sterna antillarum brown*) forage in Ventura Harbor (Chris Dellith, United States Fish and Wildlife Service, pers. comm. 2015). The California least tern nesting site is within two miles (Figure 10 of draft MND), which is within their preferred foraging habitat of sheltered, shallow subtidal waters. Overwater dock coverage of the surface waters in Ventura Harbor would permanently reduce the foraging area for this species during breeding and nesting season. There may also be temporary foraging impacts due to underwater noise and turbidity plumes during pile construction, which may divert forage fish out of the marina.

1.4

Recommendations

The following items should be fully addressed in the Final MND:

- Eelgrass and *Caulerpa taxifolia* surveys should be conducted according to the California Eelgrass Mitigation Policy and the California *Caulerpa taxifolia* Survey and Mitigation Guidelines. If eelgrass is found, the Department would require a detailed eelgrass impact assessment report with proposed pre- and post-construction monitoring and mitigation measures. All surveys, mitigation and monitoring plans should be completed prior to any in water activities associated with the Project. 1.5
- Include a detailed description of the existing and additional piles and overwater structures for the following: 1.6
 - Pile materials
 - Pile diameter
 - Total additional area of pile fill of soft bottom habitat.
 - Number of additional piles needed for expansion.
 - Proposed additional dock area for the dock expansion (approximately 15,000 square feet) should be precisely calculated.

The Department also recommends that the Project include dock configuration and design that would facilitate reductions to fish and wildlife impacts to the maximum extent feasible. Pile removal and pile driving impacts to fish and wildlife and their habitats should be assessed and avoidance and minimization measures detailed in the Final MND. The in-water construction phases of the Project should be completed outside of the California least tern nesting season which falls between April 1 and September 15.

1.7

As always, Department personnel are available to discuss our comments, and recommendations in greater detail. To arrange a discussion, please contact Ms. Loni Adams, Environmental Scientist, Marine Region, 3883 Ruffin Rd., San Diego, CA 92123, telephone (858) 627-3985, or Loni.Adams@Wildlife.ca.gov.

1.8

Ms. Jessica Rauch
August 27, 2015
Page 4

Sincerely,



Becky Ota
Habitat Conservation Program Manager
Marine Region

Ec:

Dr. Craig Shuman, Regional Manager
Department of Fish and Wildlife
Craig.Shuman@wildlife.ca.gov

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Mr. Chris Dellith
Fish and Wildlife Biologist
U.S. Fish and Wildlife Service
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Ventura, California 93003

Jonna Engle
California Coastal Commission
200 OceanGate, 10th Floor
89 South California Street Suite 200
Ventura, California 93001

References

National Marine Fisheries Service. Essential Fish Habitat Programmatic Consultation for Overwater Structures between the National Oceanic and Atmospheric Administration's National Marine Fisheries Service and the United States Army Corps of Engineers, South Coast Branch, Los Angeles District. July 22, 2015. www.westcoast.fisheries.noaa.gov/publications/habitat/essential_fish_habitat/efh_overwaterstructure_final_la_scb.pdf

Bernstein B, Merkel K, Bryant C, Sutula M. 2011. Recommendations for a Southern California Regional Eelgrass Monitoring Program. Cosa Mesa, California. Southern California Coastal Water Research Project. Technical Report 632. 45 p.

Letter 1

COMMENTER: Becky Ota, Habitat Conservation Program Manager, Marine Region,
California Department of Fish and Wildlife

DATE: August 27, 2015

Response 1.1

The commenter describes the project and the role of the Department of Fish and Wildlife. No response is necessary.

Response 1.2

The commenter states that a detailed project description is needed and indicates that the Final MND should include best management practices to avoid impacts to biological resources. The Draft IS-MND includes a detailed list of project components. The specific additional items requested by the commenter are addressed in Response 1.6. The Draft MND includes mitigation measures involving pre-construction surveys and, as necessary, avoidance of species in order to mitigate potential impacts. In addition, as discussed on page 50 of the Draft MND, the applicant would be required to implement a range of best management practices to minimize pollution and sedimentation in accordance with Section 10 of the federal Clean Water Act.

Response 1.3

The commenter suggests that eelgrass could potentially be present in the vicinity of the proposed piles and docks, and that the project could adversely affect this species. Eelgrass is discussed in the Draft MND. As noted on page 29, surveys and assessments for the presence of eelgrass (*Zostera* sp.) and other essential fish habitat requirements in the Ventura Harbor were conducted in support of the Ventura Harbor Village Revetment Repair Project and the Ventura Harbor Public Launch Ramp Replacement Project in 2011 and 2012. The findings of these surveys were negative. In addition, a February 2015 survey conducted by Pi Environmental at the adjacent launch ramp did not identify eelgrass, nor did a February 2015 pre-dredging survey also conducted by Pi Environmental. Based on the results of these surveys within the harbor and the fact that conditions at the project site are similar, eelgrass is not expected to occur within the project area and no impact to eelgrass is anticipated. Nevertheless, in response to this concern and to confirm that eelgrass still is not present at the time of potential disturbance, the following measure has been added to the Final MND:

- BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal.** Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the



same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.

Response 1.4

The commenter suggests that various sea bird species forage in the harbor and that the project would have temporary and permanent reductions in the forage area for such species.

The Draft MND addresses impacts to various sea bird species, including the California least tern. The Draft MND states that the project site provides low quality foraging habitat for sensitive species such as California least tern (page 29). However, although this species may occasionally forage in the open waters of Ventura Harbor from its nesting colonies at the Santa Clara Rivermouth, it is not expected to nest or roost in the area due to the current level of disturbance at or near the Ventura Harbor Boat Launch Ramp (pp. 29-30).

Dock and pile replacement would result in temporary disturbance of potential foraging and perching at the project site. However, sea birds can easily avoid direct impacts and the area of disturbance constitutes only a minute fraction of the overall harbor. It is estimated that the expanded docks would permanently increase water coverage by about 15,000 square feet, or about 0.3 acres. This would constitute an approximately 0.3% increase in overall water coverage within the 110-acre Ventura Harbor. This incremental increase is not expected to have any permanent adverse effect on foraging activity within the harbor.

Response 1.5

The commenter suggests that eelgrass and caulerpa surveys should be conducted and that monitoring and mitigation should be provided if these species are found. Please see Response 1.3.

Response 1.6

The commenter request several specific pieces of information related to the new docks and piles. The following is provided in response to this request:

Pile materials	Cement (replaces a mix of wood and cement piles)
Pile diameter	Ranges from about 14" to 20"
Total additional area of pile fill of soft bottom habitat	Approximately 25,000 square feet (assumes 60 new 14" piles and 60 new 20" piles, and assumes that existing piles are round and 12" in diameter)



Number of additional piles needed for expansion	Approximate increase of 20 piles (about 120 piles for the new dock and about 100 existing piles)
Proposed additional dock area for the dock expansion	Approximately 15,000 square feet (this includes the entire footprint of the expanded facility, including open water between individual docks)

Response 1.7

The commenter states that the project design should minimize impacts, that the Final MND should include discussion of pile removal and installation impacts, and that in-water construction should be conducted outside the California least tern nesting season.

The project has been designed in a manner intended to minimize impacts. For example, the current mix of concrete and wood piles would be replaced with all concrete piles. This would minimize potential water quality impacts. In addition, the fueling dock would be upgraded to minimize the risk of upset associated with boat fueling. The Draft MND analyzes both temporary impacts related to construction activity (including pile removal and installation) and long-term impacts related to project operation. The Draft MND does not prohibit in-water construction activity during the California least tern nesting season (April 1 – September 15), but Mitigation Measure BIO-2 requires a survey of areas suitable for nesting for MBTA-protected bird species, including raptors (such as barn owls), waterbirds, and songbirds if construction of the project begins during the bird-breeding season (February 15- September 15). The survey is to be conducted a maximum of seven days prior to the project start date by a Port-approved biologist. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist will determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area would not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area. This measure would provide adequate protection for California least tern

Response 1.8

The commenter indicates that CDFW personnel are available to discuss their comments and recommendations. The Draft MND preparers have had multiple conversations with CDFW staff about the project. If additional questions arise, the Port District will contact CDFW.



county of ventura

September 3, 2015

2

Ventura Port District
Attn: Jessica Rauch, Clerk of the Board
1603 Anchors Way Drive
Ventura, CA 93001

Email: jrauch@venturaharbor.com

Subject: Comments on the MND and Intial Study for the Ventura Harbor Marina and
Yacht Yard Expansion

Dear Ms. Rauch:

Thank you for the opportunity to review and comment on the subject document. Attached are the comments that we have received resulting from intra-county review of the subject document. Additional comments may have been sent directly to you by other County agencies.

Your proposed responses to these comments should be sent directly to the commenter, with a copy to Laura Hocking, Ventura County Planning Division, L#1740, 800 S. Victoria Avenue, Ventura, CA 93009.

If you have any questions regarding any of the comments, please contact the appropriate respondent. Overall questions may be directed to Laura Hocking at (805) 654-2443.

Sincerely,


Tricia Maier, Manager
Planning Programs Section

Attachments

County RMA Reference Number 15-018



Letter 2

COMMENTER: Tricia Maier, Manager, Planning Programs Section, County of Ventura
Resource Management Agency

DATE: September 3, 2015

This letter is a cover letter for the County of Ventura's comments on the Draft MND. The County's comments are addressed in the responses to comment letters 3-5.



**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Laura Hocking, Planning

DATE: August 31, 2015

FROM: Alicia Stratton

SUBJECT: Request for Review of Mitigated Negative Declaration for the Ventura Harbor Marina and Yacht Yard Expansion, Ventura Port District (Reference No. 15-018)

Air Pollution Control District staff has reviewed the subject mitigated negative declaration, which is a request for an expansion of and making improvements to the existing Ventura Harbor Marina and Yacht Yard to increase the number of boat slips from 40 to 80. The project location is in the northern portion of the Ventura Harbor in the City of Ventura.

Project Description: The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission. The fuel dock would also be improved and would include improvements to feeder lines and new digital fuel pumps that would provide a higher pump capacity, extended hose length on retractable rollers to enable docked commercial boats in that section of the dock to be fueled at their slips; spill resistant nozzles build to current code requirements; easy access kill switches; new gauges and a stable, and new docking area. Other proposed improvements include a new ADA compliant ramp, new restroom/shower facilities; an increase in the number of bait receivers; transient dockage in excess of 60-ft.; expanded private boater slips; expanded haul and launch facilities; increase capacity for electrical power hookups, raise piling highest an additional five feet; install keyless card system; reconfigure and repave parking lot to allow additional 5-17 parking spaces; upgrade storm drain inlets with sand filters and upgrade existing water pipe to comply with current Code requirements. Materials to be removed as part of the demolition would include 20,320 cu. ft. of cement, 20,320 cu. ft. of wood, 83 wood pilings, 20 12" by 12' beams, and 40 4" by 20' cross beams. The facility currently has 120 day sail/dry storage slips and the number of slips would not change with the proposed project. The proposed project may generate a minor increase in boating activity as the number of slips would increase. However, the amount of increase cannot be predicted at this time. The number of boats fueled at the existing fuel dock can range from 2-6 Monday through Thursday and 15-30 on weekends. Use of the fuel pumps may incrementally increase with the proposed project due to the increase in the number of boat slips. The amount of increase cannot be predicted at this time and would be minimal relative to the overall number of

3.1

boasts that use the fuel pumps (there are currently about 1,500 total boat slips in Ventura Harbor so the 40 new slips would represent an overall increase of less than 3%). In addition, the relocation of the fuel dock would allow some commercial boats to be fueled in their slips would decrease activity to and from the fuel pumps. Relocation of the fuel dock would also allow easier navigation to the dock. Construction of the new dock would occur in two phases with each phase taking 4-6 months.

Section III of the mitigated negative declaration addresses air quality issues. We concur with the findings of this discussion that significant air quality impacts would not result from the project. Both short-term, construction air impacts and long-term, operational air impacts are evaluated. Table 1, Project Construction Emissions, indicates that both ROG and NOx emissions from construction would be less than 25 lbs/day (2.8 lbs/day and 24.7/lbs. day, respectively). Long-term, operational emissions are presented in Table 2, and indicate that 1.0 lb/day of ROG and 0.6 lbs/day of NOx would be generated by the project. No air quality mitigation is required, however we recommend the following measures be followed during demolition, site preparation and construction:

APCD Rules and Regulations for Project Demolition/Grading and Construction

Purpose: To ensure that fugitive dust and particulate matter that may result from site preparation, construction activities, and activities on the site are minimized.

3.2

Requirement: The Permittee shall comply with the provisions of applicable VCAPCD Rules and Regulations, which include but are not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

Documentation: The Lead Agency shall ensure compliance with the following provisions:

- I. All trucks shall cover their loads as required by California Vehicle Code §23114.
- II. Fugitive dust throughout the construction site shall be controlled by the use of watering unpaved and active portions of the construction site. Environmentally-safe dust control agents may be used in lieu of watering.
- III. Signs shall be posted onsite limiting traffic to 15 miles per hour or less.
- IV. All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties). During periods of high winds, all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by onsite activities and operations from being a nuisance or hazard, either offsite or onsite.
- V. Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off the site: (805) 645-1400 during business hours and (805) 654-2797 after hours.

If you have any questions, please call me at (805) 645-1426.

Letter 3

COMMENTER: Alicia Stratton, Ventura County Air Pollution Control District

DATE: August 31, 2015

Response 3.1

The commenter describes the project components. No response is necessary.

Response 3.2

The commenter states concurrence with the findings of the Draft MND and recommends inclusion of VCAPC rules and regulations as mitigation.

The concurrence with the MND findings is noted. The project applicant would be required to adhere to applicable VCAPCD rules throughout construction, including rules 50, 51, and 55. Because VCAPCD rules are standard requirements they do not need to be included as mitigation measures, which are additional techniques above and beyond standard requirements to address potentially significant impacts. As discussed in the Draft MND, project-related construction emissions would not be significant; therefore, mitigation beyond standard requirements is not necessary.





County of Ventura
Public Works Agency
Integrated Waste Management Division
MEMORANDUM

Date: August 26, 2015

To: Oscar Pena

Lead Agency: Ventura Port District

From: Derrick Wilson, Staff Services Manager
 Integrated Waste Management Division

Subject: Notice of Intent to Adopt the Mitigated Negative Declaration and Initial Study for the Ventura Harbor Marina and Yacht Yard Expansion project. RMA Reference No: 15-018.

The Integrated Waste Management Division (IWMD) has reviewed the materials circulated by the Ventura County Resource Management Agency (RMA) for this project on August 10, 2015, and appreciates this opportunity to provide our comments.

The IWMD requests that the Ventura Port District comply, to the extent feasible, with the general requirements of Ventura County Ordinances #4445 (solid waste handling, disposal, waste reduction, and waste diversion) and #4421 (requirements for the diversion of construction and demolition debris from landfills by recycling, reuse, and salvage) to assist the County's efforts to meet the requirements of Assembly Bill 939 (AB 939). AB 939 mandates all cities and counties in California to divert a minimum of 50% of their jurisdiction's solid waste from landfill disposal. Ordinances 4445 and 4421 may be reviewed in their entirety at www.vcpublicworks.org/ord4445 and www.vcpublicworks.org/ord4421.

Pursuant to IWMD review and responsibilities, the following contract specifications shall apply to this project:

Recyclable Construction Materials

Contract specifications for this project shall include a requirement that recyclable construction materials (e.g., metal, concrete, asphalt, rebar, wood) generated by the project, but not reused on-site, must be recycled at a permitted recycling facility. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: www.vcpublicworks.org/C&D.

Soil - Recycling & Reuse

Contract specifications for this project shall include a requirement that soil not reused on-site during construction must be transported to a permitted facility for recycling or reuse. Illegal disposal or landfilling of soil is prohibited. For a comprehensive list of permitted recyclers, haulers, and solid waste & recycling facilities in Ventura County, see: www.vcpublicworks.org/C&D.

Green Materials - Recycling & Reuse

The Contract Specifications for this project shall include a requirement that wood waste and vegetation generated during the construction phase of this project must be diverted from the landfill. This can be accomplished by on-site chipping/grinding and land-application at various project sites, or by transporting the materials to a permitted greenwaste facility in Ventura County. A complete list of permitted greenwaste facilities is located at: www.vcpublicworks.org/greenwaste.

Report Quantifying Materials Diverted from Landfill Disposal by On-Site Reuse or Off-site Recycling

The contract specifications for this project shall include a requirement that all contractors working on the proposed project submit a *Summary Table* to the IWMD at the conclusion of their work. The *Summary Table* must include the contractor's full name, address, phone number, the project's name, the types of recyclable materials generated during the project (e.g., metal, concrete, asphalt, rebar, wood, soil, greenwaste) and the *approximate* weight of recyclable materials that were:

- Reused on-site, and/or
- Transported to permitted facilities for recycling and/or reuse.

Contractors must include the name, address, and phone number of the permitted facilities where recyclable materials were transported for recycling or reuse in their *Summary Table*. Receipts and/or documentation are required for each entry in the *Summary Table* to verify recycling and/or reuse occurred, and that recyclable materials generated by the project were not disposed in a landfill.

Should you have any questions regarding this memo, please contact Pandee Leachman at 805/658-4315.

Letter 4

COMMENTER: Derrick Wilson, Staff Services Manager, Integrated Waste Management Division, County of Ventura Public Works Agency

DATE: August 26, 2015

The commenter requests that the Port District comply, to the extent feasible, with Ventura County solid waste diversion and disposal requirements. The project applicant would comply with applicable requirements related to the recycling and disposal of construction waste. To the maximum practical extent, demolition debris (including, but not limited to, existing docks and piles) would be diverted from landfills and reused or recycled.





**PUBLIC WORKS AGENCY
TRANSPORTATION DEPARTMENT
Traffic, Advance Planning & Permits Division
MEMORANDUM**

DATE: August 24, 2015

TO: RMA – Planning Division
Attention: Laura Hocking

FROM: Transportation Department *Ben*

SUBJECT: REVIEW OF DOCUMENT 15-018 Notice of Intent (NOI) to adopt Mitigated Negative Declaration and Initial Study (MND/IS)
Project: **Ventura Harbor Marina and Yacht Yard Expansion**
Expansion and improvements for Ventura Harbor Marina and Yacht Yard (VHMY) in northerly portion of Ventura Harbor accessed via Anchors Way in City of Ventura.
Lead Agency: **Ventura Port District** (District)

Pursuant to your request, the Public Works Agency Transportation Department has completed its review of the MND/IS for the Ventura Harbor Marina and Yacht Yard Expansion Project (Project).

This project is an expansion and improvement project for the Ventura Harbor Marina and Yacht Yard (VHMY) accessed via Anchors Way Drive and Spinnaker Drive in the City of Ventura. The project site is located in the northern portion of the 274-acre Ventura Harbor opened for use in 1963, of which the District has jurisdiction over 152 acres of land and 122 acres of surface water. The project site (Parcel 20) has a restaurant, yacht yard, sport fishing business/structure, real estate office, fuel dock, and convenience store.

The project involves: increasing the number boat slips from 40 to 80 total boat slips; removing the existing dock structure, concrete ramps, part of an existing pier, and fuel docks; and construction of an expanded and relocated fuel dock structure, and onshore parking improvements. Other improvements include the following: ADA ramps and walkways; new restroom/toilet facilities (four toilets and three showers); five new bait receiver units; wider private boat slips (for double-wide or multi-hull vessels); extension of launch pier by ten feet and increase height five feet to 17 feet above mean lower low water elevation for improved tsunami protection; increased electrical power to 100 amperes for larger boats; keyless entry system; upgrade of drainage inlets with sand/trash filters; and increase of water pipe size from three to six inches in diameter. The increase in 40 boat slips represents three percent (3 %) of the total 1,500 boat slips in the harbor. The 120 day sail/dry storage slips in the VHMY will remain at 120. The four- to six-month project would occur in two phases for the east and west sides of the dock structure. The new boat slips and restroom/toilet facilities could generate up to 15 “liveboards” or residents who live at the marina.

We offer the following comment:

1. The cumulative impacts of the development of this project, when considered with the cumulative impact of all other approved (or anticipated) development projects in the County, will be potentially significant. To address the cumulative adverse impacts of traffic on the County Regional Road Network, the appropriate Traffic Impact Mitigation Fee (TIMF) should be paid to the County when development occurs. Based on the information provided in the MND for the Ventura Harbor Marina and Yacht Yard Expansion, and the reciprocal agreement between the City of Ventura and the County of Ventura, the fee due to the County would be:

$$\$5,389.80 = 156 \text{ ADT}^{**} \times \$34.55 / \text{ADT}^{***}$$

Notes

1. ** 156 ADT per Table 2 of Traffic Study by ATE dated March 16, 2015.
2. *** TIMF for Ventura Traffic District #10.
3. The project is located in the City of Ventura; therefore, the City of Ventura should collect the TIMF on behalf of the County of Ventura.

The above-estimated fee may be subject to adjustment at the time of deposit, due to provisions in the TIMF Ordinance allowing the fee to be adjusted for inflation based on the Engineering News Record Construction Cost Index. The above is an estimate only, based on information provided in the MND.

2. Please send us the final MND when it is available for our review and comment.

Our review is limited to the impacts this project may have on the County's Regional Road Network.

T:\Planning\Land Development\Non_County\15-018 (VTA Port).doc

Letter 5

COMMENTER: Transportation Department, Ventura County Public Works Agency

DATE: August 24, 2015

The commenter summarizes the project and notes that the project applicant would be required to pay the applicable County Traffic Impact Mitigation Fee (TIMF) to address the project's contribution to cumulative impacts to the County road network. The applicant would pay the applicable TIMF at the time of issuance of a building or occupancy permit.





**William W. Crew
1755 Spinnaker Dr.
Ventura, Ca. 93001**

September 1, 2015

6

To: Ventura Port District Commissioners

Ref: Ventura Harbor and Boat Yard Draft Initial Study-Mitigated Negative Declaration -- Comment Filling

Figure 8 shows the marina plan, adjacent slips and fairway for all traffic going to the south and south east part of the harbor. 6.1

1. The area of the proposed slips as shown reduces by more than 50% area that is used by recreational sailboats to take down their main sails. For nearly every recreational sailboat taking down the main sail should not be done outside the harbor as strong winds and heavy seas will put them in danger as they cross the bar at the harbor entrance. Therefore they go into the main basin near the fuel dock and head into the prevailing wind toward the entrance channel to luff the main sail and take it down. In the case of my boat I get the task completed at the National Park Service docks. The north basin doesn't have enough distance into the prevailing westerly wind. 6.2

2. This same area is used by all varieties of PWC vessels so that they can stay out of the traffic that is transiting to/from the southerly areas of the harbor. 75% of these users of the harbor have little or no experience or knowledge of rules of the road and right of way and often just turn into oncoming traffic. The harbor has approved entitlements on the Sondermann Ring project to encourage/provide more access to PWC vessels. This is good but open water area is needed for their activities. 6.3

The Draft EIR does not address the needs/requirements for water area required by a significant portion of the users the the Ventura Port District is committed to serving in the Public Access and Recreation paragraphs on page 56. In addition commercial vessel traffic will be put further at risk by forcing PWC craft into the narrow fairway.

As the EIR states "Article 3 of the California Coastal Act includes a number of policies designed to protect and enhance coastal-related activities and facilities..." but the EIR fails to say that the project will also put the public users of the harbor at greater risk to injury and unsafe operation of their vessels. And provide mitigation.

Letter 6

COMMENTER: William W. Crew

DATE: September 1, 2015

Response 6.1

The commenter notes that Draft MND Figure 8 shows the marina plan for traffic going to the south and southeast part of the harbor. No response is necessary.

Response 6.2

The commenter suggests that the area of the proposed slips would reduce the area used by recreational sailors to take down main sails by 50% and notes that the north basin does not have enough distance into the prevailing westerly wind.

The expanded docks would increase water coverage by about 15,000 square feet, or about 0.3 acres. This increased water coverage would constitute approximately 0.3% of the overall water area within the 110-acre Ventura Harbor. As the commenter notes, the expanded slips would reduce the area within the main channel, which is used by recreational sailors to take down their main sails. However, as discussed on page 72 of the Draft MND, the extended dock would be consistent with the channel limit adopted by the Port District Commission in June 2014. This limit was adopted in consideration of the space needs of both recreational and commercial boaters using Ventura Harbor and, based on the analysis conducted to determine the channel limits, would provide adequate space to accommodate the needs of recreational sailors. The new fuel dock is expected to improve safety conditions as compared to the existing facility by providing newer fueling equipment and the opportunity for boats to fuel in their docks. Therefore, it is not anticipated that the proposed new docks would significantly affect safety conditions in Ventura Harbor.

Response 6.3

The commenter suggests that the project would put public users of the harbor at greater risk and that mitigation is needed.

As discussed in Response 6.2, the proposed expanded dock is consistent with the channel limit adopted by the Port District Commission. Although the expanded docks would reduce the amount of open water through the main channel, the channel limit approved by the Port Commission was adopted in consideration of safety concerns for boaters. The analysis in the Draft MND considers planned and pending developments in and around the harbor, but does not identify any significant safety impacts associated with cumulative development.





EDMUND G. BROWN JR.
GOVERNOR

7

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX
DIRECTOR

September 8, 2015

Jessica Rauch
Ventura Port District
1603 Anchors Way Drive
Ventura, CA 93001

Subject: Ventura Harbor Marina and Yacht Yard Expansion
SCH#: 2015081011

Dear Jessica Rauch:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on September 4, 2015, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse



**Document Details Report
State Clearinghouse Data Base**

SCH# 2015081011
Project Title Ventura Harbor Marina and Yacht Yard Expansion
Lead Agency Ventura Port District

Type MND Mitigated Negative Declaration
Description The project involves expansion and improvements of the existing Ventura Harbor Marina and Yacht Yard to increase the number of boat slips from 40 to 80 (40 new boat slips). The proposed expansion involves removing the existing dock structure, concrete ramps, a portion of the existing pier, and fuel docks; construction of an expanded dock structure; relocation of the fuel dock; onshore parking improvements; and other related facility improvements. The expanded dock would extend further into the main channel of Ventura Harbor as compared to the existing dock, but would be consistent with the channel limit considered by the Ventura Port District Commission in June 2014. The proposed parking improvements would require removal of several mature palm trees and other landscape elements.

Lead Agency Contact

Name Jessica Rauch
Agency Ventura Port District
Phone 805/642-8538 x310 **Fax**
email
Address 1603 Anchors Way Drive
City Ventura **State** CA **Zip** 93001

Project Location

County Ventura
City Ventura
Region
Lat / Long 34° 15' 2.9" N / 119° 15' 55.3" W
Cross Streets Anchors Way Drive / Beachmont Street
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 101
Airports
Railways UPRR
Waterways Pacific Ocean, Ventura Harbor
Schools Pierpont
Land Use Commerce/Harbor Commercial

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; Department of Fish and Wildlife, Marine Region

Date Received 08/06/2015 **Start of Review** 08/06/2015 **End of Review** 09/04/2015

Letter 7

COMMENTER: Scott Morgan, Director, State Clearinghouse and Planning Unit

DATE: September 8, 2015

The commenter acknowledges receipt for the Draft MND and states that the Port District has complied with State Clearinghouse review requirements for draft environmental documents. No response is necessary.



Appendix F

Mitigation Monitoring and Reporting Program



MITIGATION MONITORING AND REPORTING PROGRAM

CEQA requires adoption of mitigation monitoring and reporting program (MMRP) for the measures necessary to mitigate or avoid significant effects on the environment (Public Resources Code 21081.6). The mitigation monitoring and reporting program is designed to ensure compliance with adopted mitigation measures during project implementation. For each mitigation measure included in the Ventura Harbor Marina and Yacht Yard Expansion Initial Study - Mitigated Negative Declaration (IS-MND), specifications are made herein that identify the action required and the monitoring that must occur. In addition, a responsible agency is identified for verifying compliance with measures contained in the MMRP.

To implement this MMRP, the Ventura Port District will designate a Project Mitigation Monitoring and Reporting Coordinator (“Coordinator”). The coordinator will be responsible for ensuring compliance with the mitigation measures incorporated into the project during project implementation.

The following table will be used as the Coordinator’s checklist to determine compliance with required mitigation measures.



Ventura Harbor Marina and Yacht Yard Expansion
Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
<p>BIO-1 Wildlife Clearance Survey. Docks and other structures provide resting and roosting habitat for special status species. A general wildlife clearance survey shall be conducted prior to demolition of structures to ensure any special status wildlife species have left the area. California brown pelicans or harbor seals could enter the project area. If California brown pelicans or harbor seals are observed, construction activities that could impact these species shall be halted until the animals leave the area. If other special status species are observed during the clearance survey, a Port-approved biologist shall determine an appropriate avoidance buffer and will be present during construction activities to determine if construction activities are impacting the species. Minimization measures, including buffers, for non-nesting MBTA special status species will be implemented under the direction of a Port-approved biologist.</p>	<p>Verify that the required survey has been conducted. If minimization measures are required, verify that they are implemented during construction.</p>	<p>Survey verification prior to issuance of grading/building permits; verification of minimization measure implementation throughout construction.</p>	<p>Once for survey; if minimization measures needed, periodically throughout construction.</p>	<p>Port District</p>	<p>Applicant</p>			
<p>BIO-2 Nesting Bird Survey. Palm trees, ornamental vegetation and structures suitable for nesting for MBTA-protected species, including raptors (such as barn owls), waterbirds, and songbirds occur within and adjacent to the project site. Direct and indirect impacts could occur to any nests, if present, from project activities. Therefore, if construction of the project begins during the bird-breeding season (February 15- September 15), a nesting bird survey of potentially suitable nesting habitat shall be conducted a maximum of seven days prior to the project start date by a Port-approved biologist (a person with a biology degree and/or established skills in bird recognition). If the project begins outside of the bird-breeding season and continues through the bird-breeding</p>	<p>Verify that the required survey has been conducted. If buffers are required, verify that they are implemented during construction.</p>	<p>Survey verification prior to issuance of grading/building permits; verification of buffer implementation throughout construction.</p>	<p>Once for survey; if buffers needed, periodically throughout construction.</p>	<p>Port District</p>	<p>Applicant</p>			



Ventura Harbor Marina and Yacht Yard Expansion
Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
season, a survey shall be conducted a within seven days of February 15th. If a nest of a species afforded protection under the CFG Code or MBTA is found to be active, a Port-approved biologist shall determine an appropriate avoidance non-disturbance buffer that would be adequate to avoid take. The buffer zone area shall not be encroached into by construction work until such time as the biologist determines that nesting is complete and the young have fledged and are no longer dependent upon the nest site area.								
BIO-3 Pre-Construction Eelgrass and Caulerpa Survey, Avoidance, and Removal. Prior to removal of existing piles and docks, the applicant shall conduct an underwater survey to determine whether or not eelgrass and/or caulerpa is present. The results of the survey shall be submitted to the Port District prior to initiating any offshore activity. If eelgrass is found to be present within the area of disturbance, the applicant must develop a mitigation plan to achieve no net loss in eelgrass function. Potential mitigation options would be coordinated with the National Marine Fisheries Service (NMFS) and may include: (1) in-kind compensatory mitigation involving the creation, restoration, or enhancement of habitat to mitigate for adverse impacts to the same type of habitat (such mitigation would need to achieve a final mitigation ratio of 1.2:1 across all areas of the state, independent of starting mitigation ratios); (2) contribution to a mitigation bank or in-lieu-fee program established by NMFS or another agency; or (3) out-of-kind compensatory mitigation involving the creation, restoration, or enhancement of another habitat type. In most cases, out-of-kind mitigation is discouraged, because	Verify that the required survey has been conducted. If minimization measures are required, verify that they are implemented during construction.	Survey verification prior to issuance of grading/building permits; verification of minimization measure implementation throughout construction.	Once for survey; if minimization measures needed, periodically throughout construction.	Port District	Applicant			



Ventura Harbor Marina and Yacht Yard Expansion
Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
eelgrass is a rare, special-status habitat in California. There may be some scenarios, however, where out-of-kind mitigation for eelgrass impacts is ecologically desirable or when in-kind mitigation is not feasible. If caulerpa is found to be present, it shall be removed entirely in coordination with NMFS and/or CDFW prior to installation of new docks or piles.								
<p>BIO-4 Construction Responsibilities and Debris Removal. The applicant shall comply with the following construction-related requirements:</p> <p>A. Any and all debris resulting from construction activities, wind and water erosion shall be removed from the site within twenty-four (24) hours of completion of construction and disposed of at an appropriate location.</p> <p>B. A silt curtain utilized to control turbidity shall be installed prior to high turbidity generating activities.</p> <p>C. Floating booms shall be used to contain debris discharged into coastal waters and any debris discharged shall be removed as soon as possible but no later than the end of each day.</p> <p>D. Divers shall recover non-buoyant debris discharged into coastal waters as soon as possible after loss.</p> <p>E. The applicant shall dispose of all construction debris resulting from the proposed project at an appropriate location outside the coastal zone. If the disposal site is located within the coastal zone, a separate coastal development permit shall be required before disposal can take place.</p> <p>F. Reasonable and prudent measures shall be taken to prevent any discharge of fuel or oily waste from heavy</p>	Field verify compliance with applicable requirements.	Throughout construction	Periodically throughout construction	Port District	Applicant			



Ventura Harbor Marina and Yacht Yard Expansion
Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
<p>machinery or construction equipment into coastal waters. The applicants and applicants' contractors shall have adequate equipment available to contain any such spill immediately. Reasonable and prudent measures may include, but not be limited to:</p> <ol style="list-style-type: none"> 1. Stop or control the release at the source. 2. Use appropriate materials in spill kit to block the flow and prevent the release from discharging into the harbor. <ol style="list-style-type: none"> a. Sweep dry spills -- do not wash or hose. b. Absorb wet spills on concrete or asphalt. c. Do not leave used absorbent (e.g., dry sweep) on the ground d. Dig up wet spills on soil, including all exposed soils. Properly dispose of the soil. <p>G. All debris and trash shall be disposed of in the proper trash and recycling receptacles at the end of each construction day.</p> <p>H. Any wood treatment used shall conform with the specifications of the American Wood Preservation Association for saltwater use. Wood treated with Creosote, CCA (Chromated Copper Arsenate), or ACA (Ammoniacal Copper Arsenate) is prohibited. No wood treated with ACZA (Ammoniacal Copper Zinc Arsenate) shall be used where it could come into direct contact with the water. All treated timber shall be free of chromium and arsenic.</p> <p>I. The applicant shall use the least damaging method for the construction of pilings and dock structures and any other activity that will disturb benthic</p>								



Ventura Harbor Marina and Yacht Yard Expansion
Mitigation Monitoring and Reporting Program

Mitigation Measure	Implementation Requirement	Timing	Frequency	Monitoring Department	Funding	Compliance Verification		
						Initial	Date	Comments
sediments. The applicant shall limit, to the greatest extent practicable, the suspension of benthic sediments into the water column through BMPs such as the implementation of silt curtains, as described above.								
BIO-5 Conformance with the Requirements of the Resource Agencies. The applicant shall comply with all permit requirements, and mitigation measures of the California Department of Fish and Wildlife, State Water Quality Control Board, Regional Water Quality Control Board, U.S. Army Corps of Engineers, and the U.S. Fish and Wildlife Service with respect to preservation and protection of water quality and marine environment. Any change in the approved project which may be required by the above-stated agencies shall be submitted to the Executive Director in order to determine if the proposed change shall require a permit amendment pursuant to the requirements of the Coastal Act and the California Code of Regulations.	Field verify compliance with applicable permit requirements	Throughout construction	Periodically throughout construction	Port District	Applicant			



Appendix C

California Emissions Estimator Model Results

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

**Parcels 20 & 14 Redevelopment Project
Ventura County APCD Air District, Annual**

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
General Office Building	0.38	1000sqft	0.01	384.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblConstructionPhase	PhaseEndDate	8/12/2025	3/5/2024
tblConstructionPhase	PhaseEndDate	8/27/2024	2/6/2024
tblConstructionPhase	PhaseEndDate	7/15/2025	2/20/2024
tblConstructionPhase	PhaseEndDate	10/6/2023	3/8/2024
tblConstructionPhase	PhaseEndDate	10/24/2023	3/18/2024
tblConstructionPhase	PhaseEndDate	7/1/2025	2/17/2025
tblConstructionPhase	PhaseEndDate	7/29/2025	3/3/2025
tblConstructionPhase	PhaseEndDate	8/26/2025	3/17/2025
tblConstructionPhase	PhaseStartDate	7/30/2025	2/21/2024
tblConstructionPhase	PhaseStartDate	7/2/2025	2/7/2024
tblConstructionPhase	PhaseStartDate	10/4/2023	3/6/2024
tblConstructionPhase	PhaseStartDate	10/17/2023	3/9/2024
tblConstructionPhase	PhaseStartDate	8/28/2024	3/19/2024
tblConstructionPhase	PhaseStartDate	7/16/2025	2/18/2025
tblConstructionPhase	PhaseStartDate	8/13/2025	3/4/2025
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00

2.0 Emissions Summary

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0660	0.5592	0.5555	1.1300e-003	0.0456	0.0243	0.0699	0.0155	0.0230	0.0385	0.0000	97.6092	97.6092	0.0183	1.7500e-003	98.5893
2024	0.2698	1.6938	1.9075	3.8600e-003	0.0821	0.0681	0.1503	0.0264	0.0651	0.0915	0.0000	331.1807	331.1807	0.0530	6.5900e-003	334.4692
2025	0.0888	0.2606	0.3293	6.4000e-004	9.3100e-003	0.0101	0.0194	2.5200e-003	9.6200e-003	0.0121	0.0000	55.1347	55.1347	9.4000e-003	9.5000e-004	55.6534
Maximum	0.2698	1.6938	1.9075	3.8600e-003	0.0821	0.0681	0.1503	0.0264	0.0651	0.0915	0.0000	331.1807	331.1807	0.0530	6.5900e-003	334.4692

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2023	0.0660	0.5592	0.5555	1.1300e-003	0.0281	0.0243	0.0524	9.0400e-003	0.0230	0.0321	0.0000	97.6091	97.6091	0.0183	1.7500e-003	98.5892
2024	0.2698	1.6938	1.9075	3.8600e-003	0.0691	0.0681	0.1373	0.0206	0.0651	0.0857	0.0000	331.1804	331.1804	0.0530	6.5900e-003	334.4689
2025	0.0888	0.2606	0.3293	6.4000e-004	9.3100e-003	0.0101	0.0194	2.5200e-003	9.6200e-003	0.0121	0.0000	55.1346	55.1346	9.4000e-003	9.5000e-004	55.6534
Maximum	0.2698	1.6938	1.9075	3.8600e-003	0.0691	0.0681	0.1373	0.0206	0.0651	0.0857	0.0000	331.1804	331.1804	0.0530	6.5900e-003	334.4689

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	22.25	0.00	12.72	27.60	0.00	8.62	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-1-2023	11-30-2023	0.4631	0.4631
2	12-1-2023	2-29-2024	0.4705	0.4705
3	3-1-2024	5-31-2024	0.4961	0.4961
4	6-1-2024	8-31-2024	0.5032	0.5032
5	9-1-2024	11-30-2024	0.4988	0.4988
6	12-1-2024	2-28-2025	0.4525	0.4525
7	3-1-2025	5-31-2025	0.0694	0.0694
		Highest	0.5032	0.5032

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Energy	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	25.9437	25.9437	2.0200e-003	2.9000e-004	26.0796
Mobile	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Waste						0.0000	0.0000		0.0000	0.0000	1.6666	0.0000	1.6666	0.0985	0.0000	4.1288
Water						0.0000	0.0000		0.0000	0.0000	0.3399	3.7678	4.1077	0.0352	8.6000e-004	5.2455
Total	0.1208	0.0777	0.6072	1.1100e-003	0.1216	1.1000e-003	0.1227	0.0325	1.0400e-003	0.0335	2.0065	133.6960	135.7025	0.1442	6.6500e-003	141.2868

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Energy	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	25.9437	25.9437	2.0200e-003	2.9000e-004	26.0796
Mobile	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Waste						0.0000	0.0000		0.0000	0.0000	1.6666	0.0000	1.6666	0.0985	0.0000	4.1288
Water						0.0000	0.0000		0.0000	0.0000	0.2719	3.2730	3.5449	0.0282	6.9000e-004	4.4565
Total	0.1208	0.0777	0.6072	1.1100e-003	0.1216	1.1000e-003	0.1227	0.0325	1.0400e-003	0.0335	1.9385	133.2012	135.1397	0.1371	6.4800e-003	140.4978

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.39	0.37	0.41	4.88	2.56	0.56

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.4	Welders	3	8.00	46	0.45
Phase 2.5	Air Compressors	1	6.00	78	0.48
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20
Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45

Trips and VMT

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					8.1800e-003	0.0000	8.1800e-003	1.2400e-003	0.0000	1.2400e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	8.1800e-003	6.7700e-003	0.0150	1.2400e-003	6.3300e-003	7.5700e-003	0.0000	21.0866	21.0866	5.3500e-003	0.0000	21.2202

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	4.6900e-003	1.2900e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.8000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	2.1301	2.1301	1.4000e-004	3.4000e-004	2.2348
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.6000e-004	3.2400e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.8151	0.8151	3.0000e-005	2.0000e-005	0.8229
Total	4.4000e-004	4.9500e-003	4.5300e-003	3.0000e-005	1.6900e-003	4.0000e-005	1.7300e-003	4.6000e-004	4.0000e-005	4.9000e-004	0.0000	2.9452	2.9452	1.7000e-004	3.6000e-004	3.0577

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.6800e-003	0.0000	3.6800e-003	5.6000e-004	0.0000	5.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0147	0.1432	0.1346	2.4000e-004		6.7700e-003	6.7700e-003		6.3300e-003	6.3300e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202
Total	0.0147	0.1432	0.1346	2.4000e-004	3.6800e-003	6.7700e-003	0.0105	5.6000e-004	6.3300e-003	6.8900e-003	0.0000	21.0865	21.0865	5.3500e-003	0.0000	21.2202

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	7.0000e-005	4.6900e-003	1.2900e-003	2.0000e-005	6.4000e-004	3.0000e-005	6.8000e-004	1.8000e-004	3.0000e-005	2.1000e-004	0.0000	2.1301	2.1301	1.4000e-004	3.4000e-004	2.2348
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.7000e-004	2.6000e-004	3.2400e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0500e-003	2.8000e-004	1.0000e-005	2.8000e-004	0.0000	0.8151	0.8151	3.0000e-005	2.0000e-005	0.8229
Total	4.4000e-004	4.9500e-003	4.5300e-003	3.0000e-005	1.6900e-003	4.0000e-005	1.7300e-003	4.6000e-004	4.0000e-005	4.9000e-004	0.0000	2.9452	2.9452	1.7000e-004	3.6000e-004	3.0577

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	2.3900e-003	8.1000e-004	3.2000e-003	2.6000e-004	7.5000e-004	1.0100e-003	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760
Total	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.9500e-003	0.0214	0.0147	4.0000e-005		8.1000e-004	8.1000e-004		7.5000e-004	7.5000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578
Total	1.9500e-003	0.0214	0.0147	4.0000e-005	1.0700e-003	8.1000e-004	1.8800e-003	1.2000e-004	7.5000e-004	8.7000e-004	0.0000	3.2317	3.2317	1.0500e-003	0.0000	3.2578

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760
Total	3.0000e-005	2.0000e-005	3.0000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0752	0.0752	0.0000	0.0000	0.0760

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	0.0213	1.8100e-003	0.0231	0.0103	1.6700e-003	0.0119	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899
Total	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.5600e-003	0.0000	9.5600e-003	4.6200e-003	0.0000	4.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	4.0000e-003	0.0434	0.0261	6.0000e-005		1.8100e-003	1.8100e-003		1.6700e-003	1.6700e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751
Total	4.0000e-003	0.0434	0.0261	6.0000e-005	9.5600e-003	1.8100e-003	0.0114	4.6200e-003	1.6700e-003	6.2900e-003	0.0000	5.4312	5.4312	1.7600e-003	0.0000	5.4751

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899
Total	9.0000e-005	6.0000e-005	7.5000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1881	0.1881	1.0000e-005	1.0000e-005	0.1899

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8485	49.8485	9.4300e-003	0.0000	50.0842
Total	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8485	49.8485	9.4300e-003	0.0000	50.0842

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0170	5.9000e-003	8.0000e-005	2.8800e-003	1.0000e-004	2.9800e-003	8.3000e-004	9.0000e-005	9.2000e-004	0.0000	7.8802	7.8802	3.2000e-004	1.1800e-003	8.2399
Worker	3.1600e-003	2.2100e-003	0.0275	7.0000e-005	8.9000e-003	5.0000e-005	8.9500e-003	2.3600e-003	5.0000e-005	2.4100e-003	0.0000	6.9225	6.9225	2.2000e-004	2.0000e-004	6.9886
Total	3.5800e-003	0.0192	0.0334	1.5000e-004	0.0118	1.5000e-004	0.0119	3.1900e-003	1.4000e-004	3.3300e-003	0.0000	14.8027	14.8027	5.4000e-004	1.3800e-003	15.2285

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8484	49.8484	9.4300e-003	0.0000	50.0841
Total	0.0411	0.3270	0.3412	6.0000e-004		0.0147	0.0147		0.0141	0.0141	0.0000	49.8484	49.8484	9.4300e-003	0.0000	50.0841

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.2000e-004	0.0170	5.9000e-003	8.0000e-005	2.8800e-003	1.0000e-004	2.9800e-003	8.3000e-004	9.0000e-005	9.2000e-004	0.0000	7.8802	7.8802	3.2000e-004	1.1800e-003	8.2399
Worker	3.1600e-003	2.2100e-003	0.0275	7.0000e-005	8.9000e-003	5.0000e-005	8.9500e-003	2.3600e-003	5.0000e-005	2.4100e-003	0.0000	6.9225	6.9225	2.2000e-004	2.0000e-004	6.9886
Total	3.5800e-003	0.0192	0.0334	1.5000e-004	0.0118	1.5000e-004	0.0119	3.1900e-003	1.4000e-004	3.3300e-003	0.0000	14.8027	14.8027	5.4000e-004	1.3800e-003	15.2285

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1720
Total	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1720

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	9.5200e-003	3.3000e-003	4.0000e-005	1.6200e-003	6.0000e-005	1.6700e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	4.3658	4.3658	1.9000e-004	6.5000e-004	4.5652
Worker	1.6600e-003	1.1200e-003	0.0144	4.0000e-005	5.0100e-003	3.0000e-005	5.0300e-003	1.3300e-003	2.0000e-005	1.3500e-003	0.0000	3.8045	3.8045	1.1000e-004	1.1000e-004	3.8391
Total	1.8900e-003	0.0106	0.0177	8.0000e-005	6.6300e-003	9.0000e-005	6.7000e-003	1.8000e-003	7.0000e-005	1.8700e-003	0.0000	8.1703	8.1703	3.0000e-004	7.6000e-004	8.4043

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1719
Total	0.0216	0.1731	0.1904	3.4000e-004		7.2600e-003	7.2600e-003		6.9600e-003	6.9600e-003	0.0000	28.0414	28.0414	5.2200e-003	0.0000	28.1719

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.3000e-004	9.5200e-003	3.3000e-003	4.0000e-005	1.6200e-003	6.0000e-005	1.6700e-003	4.7000e-004	5.0000e-005	5.2000e-004	0.0000	4.3658	4.3658	1.9000e-004	6.5000e-004	4.5652
Worker	1.6600e-003	1.1200e-003	0.0144	4.0000e-005	5.0100e-003	3.0000e-005	5.0300e-003	1.3300e-003	2.0000e-005	1.3500e-003	0.0000	3.8045	3.8045	1.1000e-004	1.1000e-004	3.8391
Total	1.8900e-003	0.0106	0.0177	8.0000e-005	6.6300e-003	9.0000e-005	6.7000e-003	1.8000e-003	7.0000e-005	1.8700e-003	0.0000	8.1703	8.1703	3.0000e-004	7.6000e-004	8.4043

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7574	7.7574	2.4600e-003	0.0000	7.8188
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.2500e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7574	7.7574	2.4600e-003	0.0000	7.8188

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637
Total	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	4.2100e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7573	7.7573	2.4600e-003	0.0000	7.8188
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	7.2500e-003	0.0405	0.0585	9.0000e-005		1.9800e-003	1.9800e-003		1.8300e-003	1.8300e-003	0.0000	7.7573	7.7573	2.4600e-003	0.0000	7.8188

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637
Total	2.0000e-004	1.3000e-004	1.7400e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4595	0.4595	1.0000e-005	1.0000e-005	0.4637

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.0540	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782
Total	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	9.0000e-004	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.0540	6.0900e-003	9.0500e-003	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782
Total	1.2000e-004	8.0000e-005	1.0500e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2757	0.2757	1.0000e-005	1.0000e-005	0.2782

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.3900e-003	0.0000	2.3900e-003	2.6000e-004	0.0000	2.6000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	1.8600e-003	0.0197	0.0144	4.0000e-005	2.3900e-003	7.5000e-004	3.1400e-003	2.6000e-004	6.9000e-004	9.5000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742
Total	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.0700e-003	0.0000	1.0700e-003	1.2000e-004	0.0000	1.2000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.8600e-003	0.0197	0.0144	4.0000e-005		7.5000e-004	7.5000e-004		6.9000e-004	6.9000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561
Total	1.8600e-003	0.0197	0.0144	4.0000e-005	1.0700e-003	7.5000e-004	1.8200e-003	1.2000e-004	6.9000e-004	8.1000e-004	0.0000	3.2300	3.2300	1.0400e-003	0.0000	3.2561

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742
Total	3.0000e-005	2.0000e-005	2.8000e-004	0.0000	1.0000e-004	0.0000	1.0000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0735	0.0735	0.0000	0.0000	0.0742

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0213	0.0000	0.0213	0.0103	0.0000	0.0103	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	3.9000e-003	0.0415	0.0261	6.0000e-005	0.0213	1.7200e-003	0.0230	0.0103	1.5800e-003	0.0119	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855
Total	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					9.5600e-003	0.0000	9.5600e-003	4.6200e-003	0.0000	4.6200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-003	0.0415	0.0261	6.0000e-005		1.7200e-003	1.7200e-003		1.5800e-003	1.5800e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750
Total	3.9000e-003	0.0415	0.0261	6.0000e-005	9.5600e-003	1.7200e-003	0.0113	4.6200e-003	1.5800e-003	6.2000e-003	0.0000	5.4311	5.4311	1.7600e-003	0.0000	5.4750

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855
Total	8.0000e-005	5.0000e-005	7.0000e-004	0.0000	2.4000e-004	0.0000	2.4000e-004	6.0000e-005	0.0000	7.0000e-005	0.0000	0.1838	0.1838	1.0000e-005	1.0000e-005	0.1855

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9453	213.9453	0.0399	0.0000	214.9415
Total	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9453	213.9453	0.0399	0.0000	214.9415

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0727	0.0252	3.4000e-004	0.0124	4.2000e-004	0.0128	3.5600e-003	4.0000e-004	3.9700e-003	0.0000	33.3093	33.3093	1.4200e-003	4.9900e-003	34.8306
Worker	0.0127	8.5300e-003	0.1101	3.1000e-004	0.0382	2.0000e-004	0.0384	0.0102	1.9000e-004	0.0103	0.0000	29.0269	29.0269	8.7000e-004	8.1000e-004	29.2910
Total	0.0144	0.0812	0.1353	6.5000e-004	0.0506	6.2000e-004	0.0512	0.0137	5.9000e-004	0.0143	0.0000	62.3362	62.3362	2.2900e-003	5.8000e-003	64.1215

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9451	213.9451	0.0399	0.0000	214.9413
Total	0.1645	1.3208	1.4523	2.5800e-003		0.0554	0.0554		0.0531	0.0531	0.0000	213.9451	213.9451	0.0399	0.0000	214.9413

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.7600e-003	0.0727	0.0252	3.4000e-004	0.0124	4.2000e-004	0.0128	3.5600e-003	4.0000e-004	3.9700e-003	0.0000	33.3093	33.3093	1.4200e-003	4.9900e-003	34.8306
Worker	0.0127	8.5300e-003	0.1101	3.1000e-004	0.0382	2.0000e-004	0.0384	0.0102	1.9000e-004	0.0103	0.0000	29.0269	29.0269	8.7000e-004	8.1000e-004	29.2910
Total	0.0144	0.0812	0.1353	6.5000e-004	0.0506	6.2000e-004	0.0512	0.0137	5.9000e-004	0.0143	0.0000	62.3362	62.3362	2.2900e-003	5.8000e-003	64.1215

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769
Total	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	0.0119	4.1400e-003	5.0000e-005	2.0400e-003	7.0000e-005	2.1100e-003	5.9000e-004	7.0000e-005	6.5000e-004	0.0000	5.3973	5.3973	2.4000e-004	8.1000e-004	5.6440
Worker	1.9600e-003	1.2700e-003	0.0170	5.0000e-005	6.3100e-003	3.0000e-005	6.3400e-003	1.6700e-003	3.0000e-005	1.7000e-003	0.0000	4.6723	4.6723	1.3000e-004	1.3000e-004	4.7130
Total	2.2400e-003	0.0131	0.0211	1.0000e-004	8.3500e-003	1.0000e-004	8.4500e-003	2.2600e-003	1.0000e-004	2.3500e-003	0.0000	10.0696	10.0696	3.7000e-004	9.4000e-004	10.3570

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769
Total	0.0253	0.2044	0.2381	4.3000e-004		7.9900e-003	7.9900e-003		7.6500e-003	7.6500e-003	0.0000	35.3150	35.3150	6.4800e-003	0.0000	35.4769

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	2.8000e-004	0.0119	4.1400e-003	5.0000e-005	2.0400e-003	7.0000e-005	2.1100e-003	5.9000e-004	7.0000e-005	6.5000e-004	0.0000	5.3973	5.3973	2.4000e-004	8.1000e-004	5.6440
Worker	1.9600e-003	1.2700e-003	0.0170	5.0000e-005	6.3100e-003	3.0000e-005	6.3400e-003	1.6700e-003	3.0000e-005	1.7000e-003	0.0000	4.6723	4.6723	1.3000e-004	1.3000e-004	4.7130
Total	2.2400e-003	0.0131	0.0211	1.0000e-004	8.3500e-003	1.0000e-004	8.4500e-003	2.2600e-003	1.0000e-004	2.3500e-003	0.0000	10.0696	10.0696	3.7000e-004	9.4000e-004	10.3570

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9700e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520
Total	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	3.9300e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179
Paving	3.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	6.9700e-003	0.0372	0.0584	9.0000e-005		1.7500e-003	1.7500e-003		1.6200e-003	1.6200e-003	0.0000	7.7565	7.7565	2.4600e-003	0.0000	7.8179

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520
Total	1.9000e-004	1.2000e-004	1.6300e-003	0.0000	6.0000e-004	0.0000	6.1000e-004	1.6000e-004	0.0000	1.6000e-004	0.0000	0.4481	0.4481	1.0000e-005	1.0000e-005	0.4520

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.0539	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712
Total	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0531					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.5000e-004	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784
Total	0.0539	5.7300e-003	9.0500e-003	1.0000e-005		2.6000e-004	2.6000e-004		2.6000e-004	2.6000e-004	0.0000	1.2766	1.2766	7.0000e-005	0.0000	1.2784

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712
Total	1.1000e-004	7.0000e-005	9.8000e-004	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.2689	0.2689	1.0000e-005	1.0000e-005	0.2712

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293
Unmitigated	0.0758	0.0754	0.6035	1.1000e-003	0.1216	9.1000e-004	0.1225	0.0325	8.5000e-004	0.0333	0.0000	103.9810	103.9810	8.4200e-003	5.5000e-003	105.8293

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Enclosed Parking with Elevator	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.4028	23.4028	1.9800e-003	2.4000e-004	23.5236
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	23.4028	23.4028	1.9800e-003	2.4000e-004	23.5236
NaturalGas Mitigated	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560
NaturalGas Unmitigated	2.6000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3475.2	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1855	0.1855	0.0000	0.0000	0.1866
General Office Building	36308.6	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9376	1.9376	4.0000e-005	4.0000e-005	1.9491
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	1018.88	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0544	0.0544	0.0000	0.0000	0.0547
Strip Mall	6811.77	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3635	0.3635	1.0000e-005	1.0000e-005	0.3657
Total		2.7000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	3475.2	2.0000e-005	1.7000e-004	1.4000e-004	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	0.1855	0.1855	0.0000	0.0000	0.1866
General Office Building	36308.6	2.0000e-004	1.7800e-003	1.5000e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004	0.0000	1.9376	1.9376	4.0000e-005	4.0000e-005	1.9491
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	1018.88	1.0000e-005	5.0000e-005	4.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0544	0.0544	0.0000	0.0000	0.0547
Strip Mall	6811.77	4.0000e-005	3.3000e-004	2.8000e-004	0.0000		3.0000e-005	3.0000e-005		3.0000e-005	3.0000e-005	0.0000	0.3635	0.3635	1.0000e-005	1.0000e-005	0.3657
Total		2.7000e-004	2.3300e-003	1.9600e-003	1.0000e-005		1.8000e-004	1.8000e-004		1.8000e-004	1.8000e-004	0.0000	2.5409	2.5409	5.0000e-005	5.0000e-005	2.5560

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	9683.2	1.7173	1.4000e-004	2.0000e-005	1.7261
General Office Building	5180.16	0.9187	8.0000e-005	1.0000e-005	0.9234
General Office Building	54121.9	9.5983	8.1000e-004	1.0000e-004	9.6478
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	19180	3.4015	2.9000e-004	3.0000e-005	3.4190
Strip Mall	38098	6.7565	5.7000e-004	7.0000e-005	6.7914
Strip Mall	5698.56	1.0106	9.0000e-005	1.0000e-005	1.0158
Total		23.4028	1.9800e-003	2.4000e-004	23.5236

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	9683.2	1.7173	1.4000e-004	2.0000e-005	1.7261
General Office Building	5180.16	0.9187	8.0000e-005	1.0000e-005	0.9234
General Office Building	54121.9	9.5983	8.1000e-004	1.0000e-004	9.6478
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	19180	3.4015	2.9000e-004	3.0000e-005	3.4190
Strip Mall	38098	6.7565	5.7000e-004	7.0000e-005	6.7914
Strip Mall	5698.56	1.0106	9.0000e-005	1.0000e-005	1.0158
Total		23.4028	1.9800e-003	2.4000e-004	23.5236

6.0 Area Detail

6.1 Mitigation Measures Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Unmitigated	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Total	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	5.3100e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0393					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.6000e-004	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003
Total	0.0447	2.0000e-005	1.7800e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.4700e-003	3.4700e-003	1.0000e-005	0.0000	3.7000e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	3.5449	0.0282	6.9000e-004	4.4565
Unmitigated	4.1077	0.0352	8.6000e-004	5.2455

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.780251 / 0.478218	2.9915	0.0257	6.3000e-004	3.8202
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.291105 / 0.178419	1.1161	9.5700e-003	2.3000e-004	1.4253
Total		4.1077	0.0352	8.6000e-004	5.2455

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
General Office Building	0.624201 / 0.478218	2.5817	0.0205	5.0000e-004	3.2456
Other Asphalt Surfaces	0 / 0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.232884 / 0.178419	0.9632	7.6600e-003	1.9000e-004	1.2109
Total		3.5449	0.0282	6.9000e-004	4.4565

8.0 Waste Detail

8.1 Mitigation Measures Waste

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	1.6666	0.0985	0.0000	4.1288
Unmitigated	1.6666	0.0985	0.0000	4.1288

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.08	0.8282	0.0490	0.0000	2.0518
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.13	0.8384	0.0496	0.0000	2.0770
Total		1.6666	0.0985	0.0000	4.1288

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
General Office Building	4.08	0.8282	0.0490	0.0000	2.0518
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Strip Mall	4.13	0.8384	0.0496	0.0000	2.0770
Total		1.6666	0.0985	0.0000	4.1288

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parcels 20 & 14 Redevelopment Project

Ventura County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.38	1000sqft	0.01	384.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8	Operational Year		2025	
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00

2.0 Emissions Summary

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8639	14.7915	15.6378	0.0316	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574
2024	10.8187	13.8338	15.4423	0.0314	7.1647	0.5727	7.7374	3.4465	0.5269	3.9734	0.0000	2,968.2936	2,968.2936	0.7692	0.0613	2,997.8344
2025	10.8072	12.7606	15.2765	0.0313	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,954.0212	2,954.0212	0.5446	0.0598	2,982.9419
Maximum	10.8187	14.7915	15.6378	0.0316	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8639	14.7915	15.6378	0.0316	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574
2024	10.8187	13.8338	15.4423	0.0314	3.2693	0.5727	3.8420	1.5629	0.5269	2.0898	0.0000	2,968.2936	2,968.2936	0.7692	0.0613	2,997.8344
2025	10.8072	12.7606	15.2765	0.0313	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,954.0212	2,954.0212	0.5446	0.0598	2,982.9419
Maximum	10.8187	14.7915	15.6378	0.0316	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,981.2220	2,981.2220	0.7698	0.0627	3,011.3574

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	52.54	0.00	47.27	53.60	0.00	43.97	0.00	0.00	0.00	0.00	0.00	0.00

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Total	0.7467	0.4498	3.6703	7.2000e-003	0.7807	6.7900e-003	0.7875	0.2081	6.4100e-003	0.2145		758.7860	758.7860	0.0551	0.0364	771.0151

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Total	0.7467	0.4498	3.6703	7.2000e-003	0.7807	6.7900e-003	0.7875	0.2081	6.4100e-003	0.2145		758.7860	758.7860	0.0551	0.0364	771.0151

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction
4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.4	Welders	3	8.00	46	0.45
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.5	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8182	0.0000	0.8182	0.1239	0.0000	0.1239			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.8182	0.6766	1.4948	0.1239	0.6328	0.7567		2,324.3959	2,324.3959	0.5893		2,339.1278

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5700e-003	0.4500	0.1281	2.1100e-003	0.0655	3.3100e-003	0.0688	0.0179	3.1700e-003	0.0211		234.7106	234.7106	0.0160	0.0374	246.2509
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0374	0.0231	0.3338	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		93.2553	93.2553	2.7400e-003	2.4400e-003	94.0495
Total	0.0450	0.4731	0.4619	3.0200e-003	0.1723	3.8900e-003	0.1762	0.0463	3.7000e-003	0.0500		327.9660	327.9660	0.0187	0.0398	340.3005

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3682	0.0000	0.3682	0.0558	0.0000	0.0558			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.3682	0.6766	1.0448	0.0558	0.6328	0.6885	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.5700e-003	0.4500	0.1281	2.1100e-003	0.0655	3.3100e-003	0.0688	0.0179	3.1700e-003	0.0211		234.7106	234.7106	0.0160	0.0374	246.2509
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0374	0.0231	0.3338	9.1000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		93.2553	93.2553	2.7400e-003	2.4400e-003	94.0495
Total	0.0450	0.4731	0.4619	3.0200e-003	0.1723	3.8900e-003	0.1762	0.0463	3.7000e-003	0.0500		327.9660	327.9660	0.0187	0.0398	340.3005

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.8634	2,374.8634	0.7681		2,394.0654
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.8634	2,374.8634	0.7681		2,394.0654

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766
Total	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	0.7158	0.5419	1.2577	0.0773	0.4985	0.5758	0.0000	2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766
Total	0.0230	0.0142	0.2054	5.6000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		57.3879	57.3879	1.6800e-003	1.5000e-003	57.8766

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458
Total	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458
Total	0.0288	0.0178	0.2568	7.0000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		71.7349	71.7349	2.1000e-003	1.8700e-003	72.3458

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0179	0.6820	0.2423	3.3300e-003	0.1218	4.0500e-003	0.1259	0.0351	3.8800e-003	0.0389		361.7183	361.7183	0.0149	0.0541	378.2189
Worker	0.1324	0.0818	1.1811	3.2200e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		329.9803	329.9803	9.6800e-003	8.6200e-003	332.7906
Total	0.1502	0.7638	1.4234	6.5500e-003	0.4997	6.1000e-003	0.5058	0.1353	5.7700e-003	0.1411		691.6987	691.6987	0.0246	0.0627	711.0096

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0179	0.6820	0.2423	3.3300e-003	0.1218	4.0500e-003	0.1259	0.0351	3.8800e-003	0.0389		361.7183	361.7183	0.0149	0.0541	378.2189
Worker	0.1324	0.0818	1.1811	3.2200e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		329.9803	329.9803	9.6800e-003	8.6200e-003	332.7906
Total	0.1502	0.7638	1.4234	6.5500e-003	0.4997	6.1000e-003	0.5058	0.1353	5.7700e-003	0.1411		691.6987	691.6987	0.0246	0.0627	711.0096

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	0.1411	0.7522	1.3421	6.4100e-003	0.4997	6.0200e-003	0.5057	0.1353	5.6900e-003	0.1410		678.6395	678.6395	0.0241	0.0613	697.5191

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	0.1411	0.7522	1.3421	6.4100e-003	0.4997	6.0200e-003	0.5057	0.1353	5.6900e-003	0.1410		678.6395	678.6395	0.0241	0.0613	697.5191

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4503	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782
Total	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4503	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782
Total	0.0403	0.0239	0.3590	1.0200e-003	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		105.1250	105.1250	2.8800e-003	2.6200e-003	105.9782

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.7945	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869
Total	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.7945	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869
Total	0.0242	0.0144	0.2154	6.1000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		63.0750	63.0750	1.7300e-003	1.5700e-003	63.5869

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573		2,373.651 4	2,373.651 4	0.7677		2,392.843 5
Total	1.2406	13.1186	9.5796	0.0245	1.5908	0.4971	2.0878	0.1718	0.4573	0.6291		2,373.651 4	2,373.651 4	0.7677		2,392.843 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217
Total	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573	0.0000	2,373.651 4	2,373.651 4	0.7677		2,392.843 5
Total	1.2406	13.1186	9.5796	0.0245	0.7158	0.4971	1.2129	0.0773	0.4573	0.5346	0.0000	2,373.651 4	2,373.651 4	0.7677		2,392.843 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217
Total	0.0215	0.0128	0.1915	5.4000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		56.0667	56.0667	1.5300e-003	1.4000e-003	56.5217

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265		1,995.580 3	1,995.580 3	0.6454		2,011.715 5
Total	1.3015	13.8178	8.6998	0.0206	7.0826	0.5722	7.6548	3.4247	0.5265	3.9512		1,995.580 3	1,995.580 3	0.6454		2,011.715 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522
Total	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265	0.0000	1,995.580 3	1,995.580 3	0.6454		2,011.715 5
Total	1.3015	13.8178	8.6998	0.0206	3.1872	0.5722	3.7594	1.5411	0.5265	2.0676	0.0000	1,995.580 3	1,995.580 3	0.6454		2,011.715 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522
Total	0.0269	0.0160	0.2394	6.8000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		70.0833	70.0833	1.9200e-003	1.7500e-003	70.6522

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	0.1411	0.7522	1.3421	6.4100e-003	0.4997	6.0200e-003	0.5057	0.1353	5.6900e-003	0.1410		678.6395	678.6395	0.0241	0.0613	697.5191

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0174	0.6787	0.2411	3.2800e-003	0.1218	4.0600e-003	0.1259	0.0351	3.8900e-003	0.0390		356.2562	356.2562	0.0153	0.0533	372.5191
Worker	0.1237	0.0734	1.1010	3.1300e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		322.3833	322.3833	8.8200e-003	8.0400e-003	324.9999
Total	0.1411	0.7522	1.3421	6.4100e-003	0.4997	6.0200e-003	0.5057	0.1353	5.6900e-003	0.1410		678.6395	678.6395	0.0241	0.0613	697.5191

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0170	0.6710	0.2402	3.2100e-003	0.1218	4.0700e-003	0.1259	0.0351	3.8900e-003	0.0390		349.7480	349.7480	0.0157	0.0523	365.7255
Worker	0.1159	0.0663	1.0291	3.0200e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		314.3834	314.3834	8.0100e-003	7.5300e-003	316.8278
Total	0.1329	0.7373	1.2693	6.2300e-003	0.4997	5.9400e-003	0.5056	0.1353	5.6100e-003	0.1409		664.1314	664.1314	0.0237	0.0598	682.5533

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0170	0.6710	0.2402	3.2100e-003	0.1218	4.0700e-003	0.1259	0.0351	3.8900e-003	0.0390		349.7480	349.7480	0.0157	0.0523	365.7255
Worker	0.1159	0.0663	1.0291	3.0200e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		314.3834	314.3834	8.0100e-003	7.5300e-003	316.8278
Total	0.1329	0.7373	1.2693	6.2300e-003	0.4997	5.9400e-003	0.5056	0.1353	5.6100e-003	0.1409		664.1314	664.1314	0.0237	0.0598	682.5533

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3933	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134
Total	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3933	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134
Total	0.0378	0.0216	0.3356	9.8000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		102.5163	102.5163	2.6100e-003	2.4600e-003	103.3134

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.7846	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880
Total	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.7846	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880
Total	0.0227	0.0130	0.2014	5.9000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		61.5098	61.5098	1.5700e-003	1.4700e-003	61.9880

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315
Unmitigated	0.4992	0.4368	3.6397	7.1200e-003	0.7807	5.7500e-003	0.7865	0.2081	5.3700e-003	0.2135		743.3963	743.3963	0.0547	0.0361	755.5315

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
NaturalGas Unmitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	9.5211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	99.4756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.6624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Strip Mall	2.79145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Total		1.4000e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0095211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	0.0994756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.00279145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Strip Mall	0.0186624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Total		1.4000e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

6.0 Area Detail

6.1 Mitigation Measures Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Unmitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005			0.0426	0.0426	1.1000e-004	0.0453
Total	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005			0.0426	0.0426	1.1000e-004	0.0453

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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User Defined Equipment

Equipment Type	Number
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11.0 Vegetation

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Parcels 20 & 14 Redevelopment Project

Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	0.38	1000sqft	0.01	384.00	0
General Office Building	4.01	1000sqft	0.09	4,012.00	0
Enclosed Parking with Elevator	1.78	1000sqft	0.04	1,780.00	0
Other Asphalt Surfaces	47.35	1000sqft	1.09	47,355.00	0
Parking Lot	137.00	Space	1.23	54,800.00	0
Strip Mall	3.42	1000sqft	0.08	3,423.00	0
Strip Mall	0.51	1000sqft	0.01	512.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.6	Precipitation Freq (Days)	31
Climate Zone	8			Operational Year	2025
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	390.98	CH4 Intensity (lb/MW hr)	0.033	N2O Intensity (lb/MW hr)	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use -

Construction Phase - Notes: Manually altered total days to resemble construction phase timing. Phase 1 would occur over 6 months and Phase 2 would occur over 13 months. Based on project info, demolition would only occur during Phase 1 (removal of existing dock structure).

Off-road Equipment -

Demolition - Notes: Existing dock structure, approx. 16,419 sf, would be removed and replaced.

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Grading - asd

Construction Off-road Equipment Mitigation - VCAPCD Rule 55

Water Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	220.00	75.00
tblConstructionPhase	NumDays	220.00	240.00
tblLandUse	LandUseSquareFeet	380.00	384.00
tblLandUse	LandUseSquareFeet	4,010.00	4,012.00
tblLandUse	LandUseSquareFeet	47,350.00	47,355.00
tblLandUse	LandUseSquareFeet	510.00	512.00
tblLandUse	LandUseSquareFeet	3,420.00	3,423.00

2.0 Emissions Summary

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8738	14.8146	15.6239	0.0315	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,967.460 7	2,967.460 7	0.7699	0.0638	2,997.938 9
2024	10.8206	13.8365	15.4318	0.0313	7.1647	0.5727	7.7374	3.4465	0.5269	3.9734	0.0000	2,954.894 6	2,954.894 6	0.7694	0.0624	2,984.755 9
2025	10.8091	12.8017	15.2690	0.0311	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,940.998 7	2,940.998 7	0.5448	0.0608	2,970.220 2
Maximum	10.8206	14.8146	15.6239	0.0315	7.1647	0.6805	7.7695	3.4465	0.6365	4.0029	0.0000	2,967.460 7	2,967.460 7	0.7699	0.0638	2,997.938 9

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2023	1.8738	14.8146	15.6239	0.0315	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,967.460 7	2,967.460 7	0.7699	0.0638	2,997.938 9
2024	10.8206	13.8365	15.4318	0.0313	3.2693	0.5727	3.8420	1.5629	0.5269	2.0898	0.0000	2,954.894 6	2,954.894 6	0.7694	0.0624	2,984.755 9
2025	10.8091	12.8017	15.2690	0.0311	0.4997	0.4759	0.9756	0.1353	0.4554	0.5907	0.0000	2,940.998 7	2,940.998 7	0.5448	0.0608	2,970.220 2
Maximum	10.8206	14.8146	15.6239	0.0315	3.2693	0.6805	3.8741	1.5629	0.6365	2.1193	0.0000	2,967.460 7	2,967.460 7	0.7699	0.0638	2,997.938 9

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	52.54	0.00	47.27	53.60	0.00	43.97	0.00	0.00	0.00	0.00	0.00	0.00

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Total	0.7245	0.4962	3.9903	6.9700e-003	0.7807	6.8000e-003	0.7875	0.2081	6.4100e-003	0.2145		734.5224	734.5224	0.0609	0.0391	747.6932

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Energy	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
Mobile	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Total	0.7245	0.4962	3.9903	6.9700e-003	0.7807	6.8000e-003	0.7875	0.2081	6.4100e-003	0.2145		734.5224	734.5224	0.0609	0.0391	747.6932

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Phase 1.1	Demolition	9/1/2023	9/28/2023	5	20	Marina Construction
2	Phase 1.2	Site Preparation	9/29/2023	10/3/2023	5	3	Marina Construction
3	Phase 1.3	Grading	10/7/2023	10/16/2023	5	6	Marina Construction
4	Phase 1.4	Building Construction	10/25/2023	2/6/2024	5	75	Marina Construction
5	Phase 1.5	Paving	2/7/2024	2/20/2024	5	10	Marina Construction
6	Phase 1.6	Architectural Coating	2/21/2024	3/5/2024	5	10	Marina Construction
7	Phase 2.1	Site Preparation	3/6/2024	3/8/2024	5	3	Building Construction and Renovation
8	Phase 2.2	Grading	3/9/2024	3/18/2024	5	6	Building Construction and Renovation
9	Phase 2.3	Building Construction	3/19/2024	2/17/2025	5	240	Building Construction and Renovation
10	Phase 2.4	Paving	2/18/2025	3/3/2025	5	10	Building Construction and Renovation
11	Phase 2.5	Architectural Coating	3/4/2025	3/17/2025	5	10	Building Construction and Renovation

Acres of Grading (Site Preparation Phase): 4.5

Acres of Grading (Grading Phase): 6

Acres of Paving: 2.36

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 12,497; Non-Residential Outdoor: 4,166; Striped Parking Area: 6,236 (Architectural Coating – sqft)

OffRoad Equipment

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Phase 1.1	Concrete/Industrial Saws	1	8.00	81	0.73
Phase 1.1	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.1	Tractors/Loaders/Backhoes	3	8.00	97	0.37
Phase 1.2	Graders	1	8.00	187	0.41
Phase 1.2	Scrapers	1	8.00	367	0.48
Phase 1.2	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 1.3	Graders	1	8.00	187	0.41
Phase 1.3	Rubber Tired Dozers	1	8.00	247	0.40
Phase 1.3	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 1.4	Cranes	1	8.00	231	0.29
Phase 1.4	Forklifts	2	7.00	89	0.20
Phase 1.4	Generator Sets	1	8.00	84	0.74
Phase 1.4	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 1.4	Welders	3	8.00	46	0.45
Phase 1.5	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 1.5	Pavers	1	8.00	130	0.42
Phase 1.5	Paving Equipment	1	8.00	132	0.36
Phase 1.5	Rollers	2	8.00	80	0.38
Phase 1.5	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 1.6	Air Compressors	1	6.00	78	0.48
Phase 2.1	Graders	1	8.00	187	0.41
Phase 2.1	Scrapers	1	8.00	367	0.48
Phase 2.1	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Phase 2.2	Graders	1	8.00	187	0.41
Phase 2.2	Rubber Tired Dozers	1	8.00	247	0.40
Phase 2.2	Tractors/Loaders/Backhoes	2	7.00	97	0.37
Phase 2.3	Cranes	1	8.00	231	0.29
Phase 2.3	Forklifts	2	7.00	89	0.20

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Phase 2.3	Generator Sets	1	8.00	84	0.74
Phase 2.3	Tractors/Loaders/Backhoes	1	6.00	97	0.37
Phase 2.3	Welders	3	8.00	46	0.45
Phase 2.4	Cement and Mortar Mixers	1	8.00	9	0.56
Phase 2.4	Pavers	1	8.00	130	0.42
Phase 2.4	Paving Equipment	1	8.00	132	0.36
Phase 2.4	Rollers	2	8.00	80	0.38
Phase 2.4	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Phase 2.5	Air Compressors	1	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Phase 1.1	5	13.00	0.00	75.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.2	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.3	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.4	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.5	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 1.6	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.1	3	8.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.2	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.3	8	46.00	18.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.4	6	15.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Phase 2.5	1	9.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Soil Stabilizer

Water Exposed Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.8182	0.0000	0.8182	0.1239	0.0000	0.1239			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328		2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.8182	0.6766	1.4948	0.1239	0.6328	0.7567		2,324.3959	2,324.3959	0.5893		2,339.1278

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0900e-003	0.4691	0.1298	2.1200e-003	0.0655	3.3200e-003	0.0688	0.0179	3.1800e-003	0.0211		234.9249	234.9249	0.0160	0.0374	246.4749
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0404	0.0271	0.3277	8.7000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		89.2199	89.2199	2.9800e-003	2.7100e-003	90.1013
Total	0.0475	0.4961	0.4575	2.9900e-003	0.1723	3.9000e-003	0.1762	0.0463	3.7100e-003	0.0500		324.1447	324.1447	0.0189	0.0401	336.5762

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Phase 1.1 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3682	0.0000	0.3682	0.0558	0.0000	0.0558			0.0000			0.0000
Off-Road	1.4725	14.3184	13.4577	0.0241		0.6766	0.6766		0.6328	0.6328	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278
Total	1.4725	14.3184	13.4577	0.0241	0.3682	0.6766	1.0448	0.0558	0.6328	0.6885	0.0000	2,324.3959	2,324.3959	0.5893		2,339.1278

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	7.0900e-003	0.4691	0.1298	2.1200e-003	0.0655	3.3200e-003	0.0688	0.0179	3.1800e-003	0.0211		234.9249	234.9249	0.0160	0.0374	246.4749
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0404	0.0271	0.3277	8.7000e-004	0.1068	5.8000e-004	0.1074	0.0283	5.3000e-004	0.0289		89.2199	89.2199	2.9800e-003	2.7100e-003	90.1013
Total	0.0475	0.4961	0.4575	2.9900e-003	0.1723	3.9000e-003	0.1762	0.0463	3.7100e-003	0.0500		324.1447	324.1447	0.0189	0.0401	336.5762

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985		2,374.863 4	2,374.863 4	0.7681		2,394.065 4
Total	1.3027	14.2802	9.7820	0.0245	1.5908	0.5419	2.1326	0.1718	0.4985	0.6703		2,374.863 4	2,374.863 4	0.7681		2,394.065 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470
Total	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Phase 1.2 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.3027	14.2802	9.7820	0.0245		0.5419	0.5419		0.4985	0.4985	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654
Total	1.3027	14.2802	9.7820	0.0245	0.7158	0.5419	1.2577	0.0773	0.4985	0.5758	0.0000	2,374.8634	2,374.8634	0.7681		2,394.0654

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470
Total	0.0249	0.0167	0.2016	5.4000e-004	0.0657	3.6000e-004	0.0661	0.0174	3.3000e-004	0.0178		54.9045	54.9045	1.8300e-003	1.6700e-003	55.4470

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560		1,995.6147	1,995.6147	0.6454		2,011.7503
Total	1.3330	14.4676	8.7038	0.0206	7.0826	0.6044	7.6869	3.4247	0.5560	3.9807		1,995.6147	1,995.6147	0.6454		2,011.7503

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087
Total	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Phase 1.3 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3330	14.4676	8.7038	0.0206		0.6044	0.6044		0.5560	0.5560	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3
Total	1.3330	14.4676	8.7038	0.0206	3.1872	0.6044	3.7915	1.5411	0.5560	2.0971	0.0000	1,995.614 7	1,995.614 7	0.6454		2,011.750 3

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087
Total	0.0311	0.0208	0.2521	6.7000e-004	0.0822	4.5000e-004	0.0826	0.0218	4.1000e-004	0.0222		68.6307	68.6307	2.2900e-003	2.0800e-003	69.3087

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880		2,289.5233	2,289.5233	0.4330		2,300.3479

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0172	0.7120	0.2500	3.3400e-003	0.1218	4.0800e-003	0.1259	0.0351	3.9000e-003	0.0390		362.2362	362.2362	0.0148	0.0542	378.7710
Worker	0.1429	0.0958	1.1594	3.0800e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		315.7011	315.7011	0.0106	9.5800e-003	318.8200
Total	0.1601	0.8078	1.4095	6.4200e-003	0.4997	6.1300e-003	0.5058	0.1353	5.7900e-003	0.1411		677.9373	677.9373	0.0254	0.0638	697.5910

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2023

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479
Total	1.7136	13.6239	14.2145	0.0250		0.6136	0.6136		0.5880	0.5880	0.0000	2,289.5233	2,289.5233	0.4330		2,300.3479

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0172	0.7120	0.2500	3.3400e-003	0.1218	4.0800e-003	0.1259	0.0351	3.9000e-003	0.0390		362.2362	362.2362	0.0148	0.0542	378.7710
Worker	0.1429	0.0958	1.1594	3.0800e-003	0.3779	2.0500e-003	0.3799	0.1002	1.8900e-003	0.1021		315.7011	315.7011	0.0106	9.5800e-003	318.8200
Total	0.1601	0.8078	1.4095	6.4200e-003	0.4997	6.1300e-003	0.5058	0.1353	5.7900e-003	0.1411		677.9373	677.9373	0.0254	0.0638	697.5910

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	0.1505	0.7948	1.3317	6.2700e-003	0.4997	6.0500e-003	0.5057	0.1353	5.7100e-003	0.1410		665.2405	665.2405	0.0248	0.0624	684.4405

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Phase 1.4 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	0.1505	0.7948	1.3317	6.2700e-003	0.4997	6.0500e-003	0.5057	0.1353	5.7100e-003	0.1410		665.2405	665.2405	0.0248	0.0624	684.4405

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4503	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652		1,710.2024	1,710.2024	0.5420		1,723.7529

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307
Total	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Phase 1.5 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.8425	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.4503	8.1030	11.7069	0.0179		0.3957	0.3957		0.3652	0.3652	0.0000	1,710.2024	1,710.2024	0.5420		1,723.7529

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307
Total	0.0436	0.0280	0.3531	9.8000e-004	0.1232	6.4000e-004	0.1239	0.0327	5.9000e-004	0.0333		100.5839	100.5839	3.1400e-003	2.9100e-003	101.5307

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443
Total	10.7945	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609		281.4481	281.4481	0.0159		281.8443

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184
Total	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Phase 1.6 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1808	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443
Total	10.7945	1.2188	1.8101	2.9700e-003		0.0609	0.0609		0.0609	0.0609	0.0000	281.4481	281.4481	0.0159		281.8443

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184
Total	0.0262	0.0168	0.2119	5.9000e-004	0.0739	3.8000e-004	0.0743	0.0196	3.5000e-004	0.0200		60.3504	60.3504	1.8800e-003	1.7500e-003	60.9184

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.5908	0.0000	1.5908	0.1718	0.0000	0.1718			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573		2,373.651 4	2,373.651 4	0.7677		2,392.843 5
Total	1.2406	13.1186	9.5796	0.0245	1.5908	0.4971	2.0878	0.1718	0.4573	0.6291		2,373.651 4	2,373.651 4	0.7677		2,392.843 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497
Total	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.8 Phase 2.1 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7158	0.0000	0.7158	0.0773	0.0000	0.0773			0.0000			0.0000
Off-Road	1.2406	13.1186	9.5796	0.0245		0.4971	0.4971		0.4573	0.4573	0.0000	2,373.651 4	2,373.651 4	0.7677		2,392.843 5
Total	1.2406	13.1186	9.5796	0.0245	0.7158	0.4971	1.2129	0.0773	0.4573	0.5346	0.0000	2,373.651 4	2,373.651 4	0.7677		2,392.843 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497
Total	0.0233	0.0150	0.1883	5.2000e-004	0.0657	3.4000e-004	0.0661	0.0174	3.1000e-004	0.0178		53.6448	53.6448	1.6700e-003	1.5500e-003	54.1497

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0826	0.0000	7.0826	3.4247	0.0000	3.4247			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265		1,995.580 3	1,995.580 3	0.6454		2,011.715 5
Total	1.3015	13.8178	8.6998	0.0206	7.0826	0.5722	7.6548	3.4247	0.5265	3.9512		1,995.580 3	1,995.580 3	0.6454		2,011.715 5

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871
Total	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.9 Phase 2.2 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.1872	0.0000	3.1872	1.5411	0.0000	1.5411			0.0000			0.0000
Off-Road	1.3015	13.8178	8.6998	0.0206		0.5722	0.5722		0.5265	0.5265	0.0000	1,995.580 3	1,995.580 3	0.6454		2,011.715 5
Total	1.3015	13.8178	8.6998	0.0206	3.1872	0.5722	3.7594	1.5411	0.5265	2.0676	0.0000	1,995.580 3	1,995.580 3	0.6454		2,011.715 5

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871
Total	0.0291	0.0187	0.2354	6.5000e-004	0.0822	4.3000e-004	0.0826	0.0218	3.9000e-004	0.0222		67.0559	67.0559	2.0900e-003	1.9400e-003	67.6871

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153		2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	0.1505	0.7948	1.3317	6.2700e-003	0.4997	6.0500e-003	0.5057	0.1353	5.7100e-003	0.1410		665.2405	665.2405	0.0248	0.0624	684.4405

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2024

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4
Total	1.5971	12.8235	14.1002	0.0250		0.5381	0.5381		0.5153	0.5153	0.0000	2,289.654 1	2,289.654 1	0.4265		2,300.315 4

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0167	0.7088	0.2487	3.2800e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		356.7832	356.7832	0.0152	0.0534	373.0796
Worker	0.1338	0.0860	1.0829	2.9900e-003	0.3779	1.9600e-003	0.3798	0.1002	1.8000e-003	0.1020		308.4573	308.4573	9.6200e-003	8.9400e-003	311.3609
Total	0.1505	0.7948	1.3317	6.2700e-003	0.4997	6.0500e-003	0.5057	0.1353	5.7100e-003	0.1410		665.2405	665.2405	0.0248	0.0624	684.4405

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498		2,289.8898	2,289.8898	0.4200		2,300.3887

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0163	0.7009	0.2477	3.2200e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		350.2804	350.2804	0.0156	0.0524	366.2909
Worker	0.1255	0.0776	1.0140	2.8900e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		300.8284	300.8284	8.7600e-003	8.3700e-003	303.5406
Total	0.1419	0.7784	1.2618	6.1100e-003	0.4997	5.9600e-003	0.5057	0.1353	5.6300e-003	0.1409		651.1088	651.1088	0.0244	0.0608	669.8316

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.10 Phase 2.3 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887
Total	1.4897	12.0233	14.0072	0.0250		0.4700	0.4700		0.4498	0.4498	0.0000	2,289.8898	2,289.8898	0.4200		2,300.3887

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0163	0.7009	0.2477	3.2200e-003	0.1218	4.0900e-003	0.1259	0.0351	3.9100e-003	0.0390		350.2804	350.2804	0.0156	0.0524	366.2909
Worker	0.1255	0.0776	1.0140	2.8900e-003	0.3779	1.8700e-003	0.3798	0.1002	1.7200e-003	0.1020		300.8284	300.8284	8.7600e-003	8.3700e-003	303.5406
Total	0.1419	0.7784	1.2618	6.1100e-003	0.4997	5.9600e-003	0.5057	0.1353	5.6300e-003	0.1409		651.1088	651.1088	0.0244	0.0608	669.8316

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3933	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234		1,710.0067	1,710.0067	0.5420		1,723.5556

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806
Total	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.11 Phase 2.4 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.7854	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556
Paving	0.6078					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	1.3933	7.4371	11.6737	0.0179		0.3503	0.3503		0.3234	0.3234	0.0000	1,710.0067	1,710.0067	0.5420		1,723.5556

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806
Total	0.0409	0.0253	0.3307	9.4000e-004	0.1232	6.1000e-004	0.1238	0.0327	5.6000e-004	0.0333		98.0962	98.0962	2.8600e-003	2.7300e-003	98.9806

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319
Total	10.7846	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515		281.4481	281.4481	0.0154		281.8319

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884
Total	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.12 Phase 2.5 - 2025

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	10.6137					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.1709	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319
Total	10.7846	1.1455	1.8091	2.9700e-003		0.0515	0.0515		0.0515	0.0515	0.0000	281.4481	281.4481	0.0154		281.8319

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884
Total	0.0246	0.0152	0.1984	5.6000e-004	0.0739	3.7000e-004	0.0743	0.0196	3.4000e-004	0.0200		58.8577	58.8577	1.7100e-003	1.6400e-003	59.3884

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095
Unmitigated	0.4770	0.4833	3.9597	6.8900e-003	0.7807	5.7600e-003	0.7865	0.2081	5.3700e-003	0.2135		719.1327	719.1327	0.0605	0.0388	732.2095

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
General Office Building	3.70	0.84	0.27	6,695	6,695
General Office Building	39.06	8.86	2.81	70,653	70,653
Other Asphalt Surfaces	0.00	0.00	0.00		
Parking Lot	0.00	0.00	0.00		
Strip Mall	151.57	143.78	69.87	213,739	213,739
Strip Mall	22.60	21.44	10.42	31,873	31,873
Total	216.94	174.92	83.36	322,961	322,961

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Enclosed Parking with Elevator	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
General Office Building	9.50	7.30	7.30	33.00	48.00	19.00	77	19	4
Other Asphalt Surfaces	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	0.00	0.00	0.00	0	0	0
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
General Office Building	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Other Asphalt Surfaces	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Parking Lot	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629
Strip Mall	0.553410	0.058491	0.170447	0.127855	0.026791	0.007507	0.012149	0.006212	0.000674	0.000390	0.028812	0.000632	0.006629

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383
NaturalGas Unmitigated	1.4100e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	9.5211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	99.4756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	18.6624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Strip Mall	2.79145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Total		1.4000e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
General Office Building	0.0095211	1.0000e-004	9.3000e-004	7.8000e-004	1.0000e-005		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		1.1201	1.1201	2.0000e-005	2.0000e-005	1.1268
General Office Building	0.0994756	1.0700e-003	9.7500e-003	8.1900e-003	6.0000e-005		7.4000e-004	7.4000e-004		7.4000e-004	7.4000e-004		11.7030	11.7030	2.2000e-004	2.1000e-004	11.7726
Other Asphalt Surfaces	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Strip Mall	0.00279145	3.0000e-005	2.7000e-004	2.3000e-004	0.0000		2.0000e-005	2.0000e-005		2.0000e-005	2.0000e-005		0.3284	0.3284	1.0000e-005	1.0000e-005	0.3304
Strip Mall	0.0186624	2.0000e-004	1.8300e-003	1.5400e-003	1.0000e-005		1.4000e-004	1.4000e-004		1.4000e-004	1.4000e-004		2.1956	2.1956	4.0000e-005	4.0000e-005	2.2086
Total		1.4000e-003	0.0128	0.0107	8.0000e-005		9.7000e-004	9.7000e-004		9.7000e-004	9.7000e-004		15.3471	15.3471	2.9000e-004	2.8000e-004	15.4383

6.0 Area Detail

6.1 Mitigation Measures Area

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Unmitigated	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453
Total	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005		0.0426	0.0426	1.1000e-004		0.0453

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0291					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2151					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.8200e-003	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005			0.0426	0.0426	1.1000e-004	0.0453
Total	0.2460	1.8000e-004	0.0198	0.0000		7.0000e-005	7.0000e-005		7.0000e-005	7.0000e-005			0.0426	0.0426	1.1000e-004	0.0453

7.0 Water Detail

7.1 Mitigation Measures Water

Apply Water Conservation Strategy

Parcels 20 & 14 Redevelopment Project - Ventura County APCD Air District, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	-----------	-------------	-------------	-----------

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
----------------	--------	-----------	------------	-------------	-------------	-----------

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

User Defined Equipment

Equipment Type	Number
----------------	--------

11.0 Vegetation

Appendix D

Cultural Resources Technical Report



Parcels 20 and 14 Redevelopment Project

Cultural Resources Technical Report

prepared for

Ventura Port District

1603 Anchors Way Drive

Ventura, California 93001

Contact: Jessica Rauch, Clerk of the Board

prepared by

Rincon Consultants, Inc.

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December 2022



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Table of Contents

Executive Summary	1
1 Introduction	2
1.1 Project Background	2
1.2 Project Site and Description	2
1.3 Personnel	3
2 Regulatory Setting	1
2.1 California Environmental Quality Act.....	1
2.1.1 National Register of Historic Places	2
2.1.2 California Register of Historical Resources	3
2.2 California Health and Safety Code	3
2.3 California Public Resources Code §5097.98.....	4
2.4 Local Regulations	4
2.4.1 City of Ventura Historic Preservation Ordinance.....	4
3 Natural and Cultural Setting	6
3.1 Natural Setting	6
3.2 Cultural Setting	6
3.2.1 Indigenous History	6
3.2.2 Ethnographic Setting.....	8
3.2.3 Post-Contact Setting	9
4 Methods.....	14
4.1 Background and Archival Research.....	14
4.1.1 Archival Research.....	14
4.1.2 California Historical Resources Information System Records Search	14
4.1.3 Sacred Lands File Search	15
4.2 Cultural Resources Survey	15
5 Findings.....	16
5.1 Known Cultural Resources Studies	16
5.2 Known Cultural Resources	16
5.3 Aerial Imagery and Historical Topographic Maps Review	16
5.4 Sacred Land File Search.....	16
5.5 Survey Results	16
6 Impacts Analysis and Conclusions	28
6.1 Historical Built Environment Resources.....	28
6.2 Historical and Unique Archaeological Resources.....	28
6.3 Human Remains	29
7 References	30

Figures

Figure 1	Regional Location.....	5
Figure 2	Current Project Site.....	6
Figure 3	Proposed Site Plan for the Current Project.....	1
Figure 4	Proposed Restaurant Building Elevations	2
Figure 5	Overview of the Current Project Site; Photograph Taken Centrally from within the Current Project Site, View East.....	17
Figure 6	Example of Ground Surface Visibility Within the Current Project Site; Photograph Depicting Planter Beds Surrounding Buildings	18
Figure 7	Overview of the Current Project Site; Photograph Taken from Across the Harbor to the South	18
Figure 8	Buildings and Structures within Current Project Site	21
Figure 9	East Elevation of the Boat Repair Building.....	22
Figure 10	North Elevation of the Restaurant Building	23
Figure 11	East Elevation of the Restaurant Building.....	23
Figure 12	East Elevation of the Restaurant Building.....	24
Figure 13	Overview of the Parcel 20 Docks, View South-Facing.....	24
Figure 14	Overview of the Parcel 14 Docks, View South-Facing.....	25

Appendices

Appendix A	California Historical Resources Information System
Appendix B	Native American Heritage Commission Sacred Lands File Search Results
Appendix C	California Department of Parks and Recreation 523 Series Forms

Executive Summary

Rincon Consultants, Inc. (Rincon) was retained by the Ventura Port District (District) to conduct a cultural resources technical assessment for the Parcels 20 and 14 Redevelopment Project in support of an Addendum to the Final Initial Study-Mitigated Negative Declaration for the Ventura Harbor and Yacht Yard Expansion Project (Final IS-MND), adopted by the District in November 2015. The project analyzed in the Final IS-MND (approved project) included the redevelopment of Ventura Harbor Parcels 20 and 14. While the Parcels 20 and 14 Redevelopment Project (current project) would also redevelop Ventura Harbor Parcels 20 and 14, modifications to the approved project are proposed such that an Addendum will be prepared to evaluate the potential environmental impacts of the current project in relation to the approved project. In support of the Addendum, this assessment was prepared to analyze the current project's potential to impact cultural resources. The current project is subject to the California Environmental Quality Act (CEQA); the District is the lead agency under CEQA.

This assessment included background research including a review of the Final IS-MND, a search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, a cultural resources survey of the current project site, and the preparation of this cultural resources technical report to summarize the results of these activities.

The background research and cultural resources survey confirmed the current project site encompasses one property, that includes a number of built environment features over 45 years of age comprised of Ventura Harbor Parcels 20 and 14 at 1603 Anchors Way Drive (subject property). To confirm its historical resources eligibility, the subject property was recorded and evaluated for listing in the National Register of Historic Places (NRHP) and the California Register of Historical Resources (CRHR), and for designation as City of Ventura Landmark and Point of Interest. As a result of the current assessment the subject property is recommended ineligible for listing in the NRHP, CRHR, and for local designation and is therefore not considered a historical resource pursuant to CEQA. The property's redevelopment as a result of the current project would not result in a substantial adverse change to historical resources and the current project would not result in new or more severe impacts to historical resources beyond those identified in the Final IS-MND.

The background research and cultural resources survey did not identify archaeological resources within the current project site. Additionally, a review of historical aerial images indicates the area comprising the current project site has been heavily modified due to dredging necessary to construct the harbor in addition to subsequent construction and maintenance of the harbor and associated facilities. Due to the absence of known resources in the vicinity of the current project site and the area's developmental history, it is unlikely that intact archaeological resources will be encountered within the project site. However, as the current project site includes ground disturbance, which was not within the scope of the approved project, the current project would implement the best management practices further described in Section 1.2 in the event of the unanticipated discovery of cultural resources. The current project would not result in new or more severe impacts to historical and unique archaeological resources beyond those identified in the Final IS-MND.

1 Introduction

Rincon Consultants Inc. (Rincon) was retained by the Ventura Port District (District) to prepare a cultural resources technical assessment for the Parcels 20 and 14 Redevelopment Project in support of an Addendum to the Final Initial Study-Mitigated Negative Declaration for the Ventura Harbor and Yacht Yard Expansion Project (Final IS-MND). Consistent with the project analyzed in the Final IS-MND (approved project), the Parcels 20 and 14 Redevelopment Project (current project) would redevelop Ventura Harbor Parcels 20 and 14. However, modifications to the approved project are proposed such that an Addendum will be prepared to evaluate the current project's potential environmental impacts. In support of the Addendum, this assessment evaluates the current project's potential to impact cultural resources in relation to the approved project. This technical report documents the results of the tasks conducted by Rincon, specifically, a search of the California Historical Resources Information System (CHRIS), a Sacred Lands File (SLF) search, a cultural resources survey, and preparation of this cultural resources technical report. This assessment has been completed pursuant to the requirements of the California Environmental Quality Act (CEQA). The District is the lead agency under CEQA.

1.1 Project Background

The Final IS-MND was adopted on November 18, 2015, by the District Board of Port Commissioners. The approximately 9.7-acre approved project site is located along Anchors Way Drive in the northern portion of Ventura Harbor in the City of Ventura, Ventura County, California (Ventura Harbor Parcels 20 and 14). The approved project consists of the expansion of the existing marina including construction of an expanded dock structure, relocation and improvements to the existing fuel dock, and onshore parking improvements; it does not include ground disturbance. The Final IS-MND concluded the approved project would result in no impact to cultural resources including archaeological resources that may qualify as historical resources and/or unique archaeological resources and built environment resources that may qualify as historical resources.

The project applicant now proposes modifications to the approved project, further described below, and an Addendum to the previously adopted Final IS-MND will be prepared to evaluate the potential environmental impacts of the current project in relation to the approved project. This assessment evaluates the current project's potential to impact to cultural resources.

1.2 Project Site and Description

Consistent with the approved project site, the current project site includes approximately 9.7-acres identified as Ventura Harbor Parcels 20 and 14 (within Ventura County Assessor's Parcel Number [APN] 080-024-0325). Specifically, the current project site encompasses portions of Sections 14 and 23 of Township 2 North, Range 23 West of the *Oxnard* and *Ventura, California* United States Geological Survey (USGS) 7.5-minute topographic quadrangle maps (Figure 1 and Figure 2). Located within the current project site are several buildings and structures, including floating docks, surrounded by water, paved parking and hard and landscaped areas.

The current project would be similar to the approved project in that it would include construction of an expanded dock structure and improvements to the existing fuel dock and parking lot (Figure 3 and Figure 4). However, the current project would also include additional improvements not

previously proposed under the approved project, including construction of a new mixed-use building, reconfiguration of and improvements to the boat storage area adjacent to the parking lot, and other minor facility improvements within the project area. Specifically, the current project would necessitate ground disturbance and would include the following:

- Marina replacement consisting of the removal of the existing dock structure and its replacement with a new, larger dock structure (increase from 32 to 74 commercial and recreational boat slips [including four new ADA-compliant slips], which is six less slips than included in the approved project);
- Fuel dock replacement consisting of the removal of the existing fuel dock and its replacement with a larger, upgraded fuel dock onto the new dock structure to improve passenger and vessel access similar to the approved project;
- Construction of a new 7,435-square foot, two-story, marine services building immediately south of the parking lot between the existing boat storage and repair area and the existing restaurant (no new building was included in the approved project);
- Improvements to the existing restaurant building including construction of a new entrance and installation of an elevator;
- Reconfiguration of the existing parking lot including repaving and restriping;
- Reconfiguration of the existing boat storage area to accommodate additional boats; and
- Additional site enhancements including the following:
 - Construction of a pathway along the waterfront between the existing boat storage and repair area and the existing restaurant;
 - Installation of hardscaping and landscaping throughout the project site; and
 - Repainting of the existing restaurant and sports fishing buildings.

In the unlikely event that archaeological resources are unexpectedly encountered during ground-disturbing activities, the following best management practices would be implemented. Work in the immediate area would be halted and an archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for archeology (National Park Service 1983) would be contacted immediately to evaluate the find. If the find is prehistoric, then a Native American representative would also be contacted to participate in the evaluation of the find. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for California Register of Historical Resources (CRHR) eligibility. If the discovery proves to be eligible for the CRHR and cannot be avoided by the modified project, additional work, such as data recovery excavation, may be warranted to mitigate any significant impacts to historical resources.

1.3 Personnel

Rincon Senior Architectural Historian Rachel Perzel, MA, provided management oversight for this cultural resources study and performed the cultural resources survey described herein.

Architectural Historian Ashley Losco, MHP, is the primary author of this report and evaluated the subject property for historical significance. Ms. Perzel and Ms. Losco meet the Secretary of the Interior's Professional Qualifications Standards (SOI PQS) for history and architectural history (National Park Service 1983). Architectural Historian Andrew Rodriguez, MA, performed the cultural resources records search. Senior Archaeologist Ken Victorino, MA, Registered Professional Archaeologist (RPA), provided management oversight and reviewed the project for archaeological

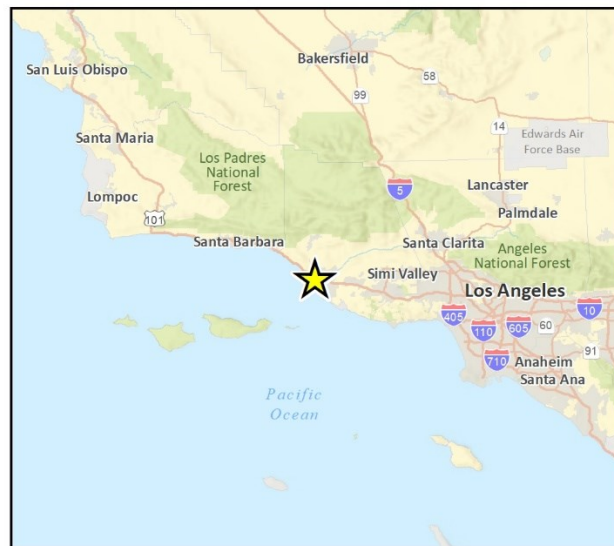
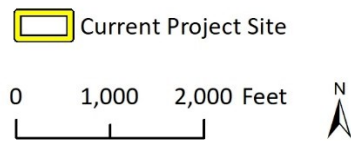
Parcels 20 and 14 Redevelopment Project

resources. Mr. Victorino exceeds the SOI PQS for historic and prehistoric archaeology. Archaeologist Debbie Balam, BA, is a contributing author of this report. Geographic Information Systems Analyst Allysen Valencia prepared the figures found in this report. Senior Architectural Historian Steven Treffers, MHP, and Principal Shannon Carmack, BA, reviewed this report for quality control.

Figure 1 Regional Location



Basemap provided by National Geographic Society, Esri and their licensors © 2022. Oxnard & Ventura Quadrangles. T02N R23W S14,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

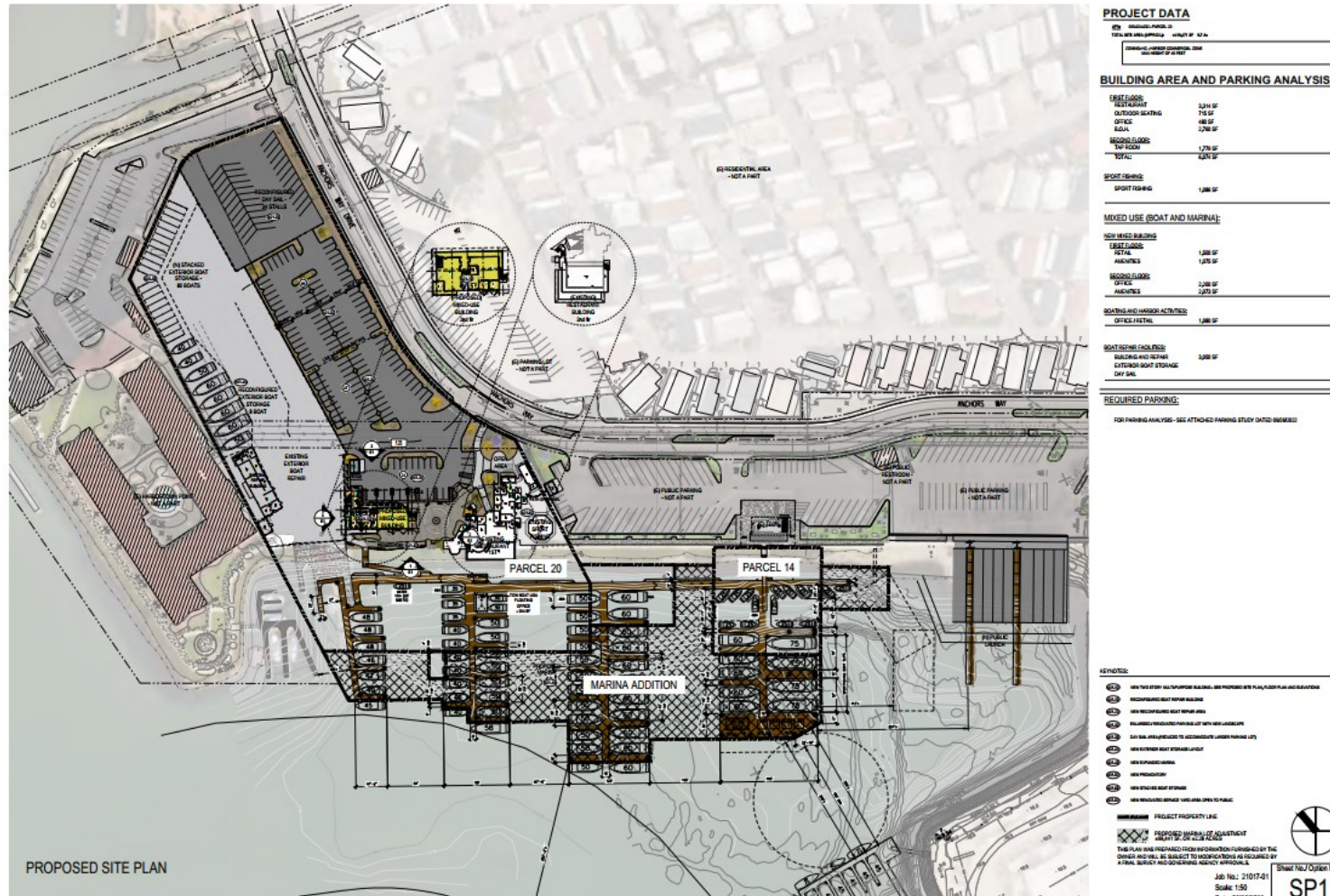


CRFig 1 Proj. Locn Map

Figure 2 Current Project Site



Figure 3 Proposed Site Plan for the Current Project



Project: VENTURA MARINA - PROPOSED PARCEL 20 AND MARINA UPDATES
 Address: ANCHORS WAY, VENTURA MARINA, VENTURA CA 93001

Legend:
 □ Detail
 ○ Note
 H Hatching

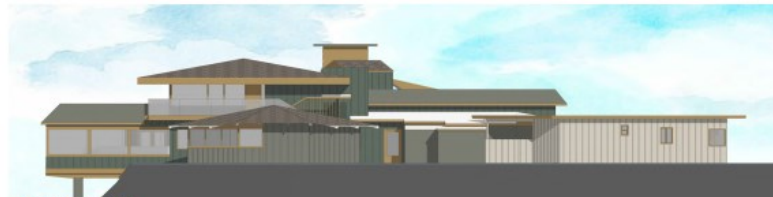
Figure 4 Proposed Restaurant Building Elevations



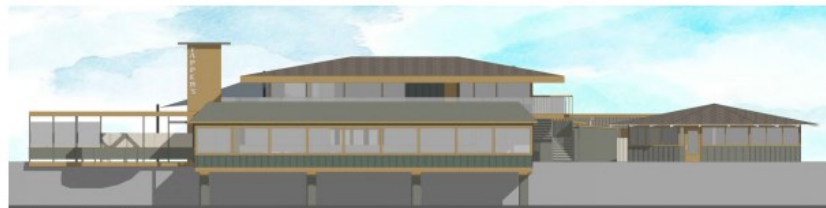
4 EAST ELEVATION
 SCALE 1/4" = 1'-0"



3 NORTH ELEVATION
 SCALE 1/4" = 1'-0"



2 WEST ELEVATION
 SCALE 1/4" = 1'-0"



1 SOUTH ELEVATION
 SCALE 1/4" = 1'-0"

-  EXISTING BOARD AND BATTIC PAINTED
 SACRED VELLINGS
 RECULENT
-  METAL COLLARS, TRUSS METAL
 DOORS AND SHROTH PLASTER
 FINISH-PANED
 SACRED VELLINGS
 ATTITUDE GRAY
-  EXISTING BOARD AND BATTIC PAINTED
 SACRED VELLINGS
 USEFUL GRAY
-  EXISTING BOARD AND BATTIC PAINTED
 SACRED VELLINGS
 GREY VELA
-  STUCCO TONER AND TRIM PAINTED
 SACRED VELLINGS
 PASTELLE BRASS
-  GLASS WINDOW: TONERED

EXISTING RESTAURANT BUILDING

THE PLAN WAS PREPARED FROM INFORMATION FURNISHED BY THE OWNER AND WILL BE SUBJECT TO MODIFICATIONS AS REQUIRED BY A FINAL SURVEY AND GOVERNING AGENCY APPROVALS.

Job No.: 21017-01
 Scale: 3/16" = 1'-0"
 Date: 05/26/2022

Sheet No./Origin No.
E1



Project: VENTURA MARINA - PROPOSED PARCEL 20 AND MARINA UPDATES
 Address: ANCHORS WAY, VENTURA MARINA, VENTURA CA 93001

D Designer
 J.L. Jensen
 H Manager

2 Regulatory Setting

This section includes a discussion of the applicable state and local laws, ordinances, regulations, and standards governing cultural resources, which must be adhered to before and during implementation of the project.

2.1 California Environmental Quality Act

California Public Resources Code (PRC) Section 21804.1 requires lead agencies determine if a project could have a significant impact on historical or unique archaeological resources. As defined in PRC Section 21084.1, a historical resource is a resource listed in, or determined eligible for listing in, the CRHR, a resource included in a local register of historical resources or identified in a historical resources survey pursuant to PRC Section 5024.1(g), or any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant. PRC Section 21084.1 also states resources meeting the above criteria are presumed to be historically or cultural significant unless the preponderance of evidence demonstrates otherwise. Resources listed in the National Register of Historic Places (NRHP) are automatically listed in the CRHR and are, therefore, historical resources under CEQA. Historical resources may include eligible built environment resources and archaeological resources of the precontact or historic periods.

CEQA Guidelines Section 15064.5c provides further guidance on the consideration of archaeological resources. If an archaeological resource does not qualify as a historical resource, it may meet the definition of a “unique archaeological resource” as identified in PRC Section 21083.2. PRC Section 21083.2(g) defines a unique archaeological resource as an artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria: 1) it contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information, 2) has a special and particular quality such as being the oldest of its type or the best available example of its type, or 3) is directly associated with a scientifically recognized important prehistoric or historic event or person.

If an archaeological resource does not qualify as a historical or unique archaeological resource, the impacts of a project on those resources will be less than significant and need not be considered further (CEQA Guidelines Section 15064.5[c][4]). CEQA Guidelines Section 15064.5 also provides guidance for addressing the potential presence of human remains, including those discovered during the implementation of a project.

According to CEQA, an impact that results in a substantial adverse change in the significance of a historical resource is considered a significant impact on the environment. A substantial adverse change could result from physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired (CEQA Guidelines Section 15064.5 [b][1]). Material impairment is defined as demolition or alteration in an adverse manner [of] those characteristics of a historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the CRHR or a local register (CEQA Guidelines Section 15064.5[b][2][A]).

If it can be demonstrated that a project will cause damage to a unique archaeological resource, the lead agency may require reasonable efforts be made to permit any or all of these resources to be

preserved in place or left in an undisturbed state. To the extent that resources cannot be left undisturbed, mitigation measures are required (PRC Section 21083.2[a][b]).

Section 15126.4 of the CEQA Guidelines stipulates an EIR shall describe feasible measures to minimize significant adverse impacts. In addition to being fully enforceable, mitigation measures must be completed within a defined time period and be roughly proportional to the impacts of the project. Generally, a project which is found to comply with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the Standards) is considered to be mitigated below a level of significance (CEQA Guidelines Section 15126.4 [b][1]). For historical resources of an archaeological nature, lead agencies should also seek to avoid damaging effects where feasible. Preservation in place is the preferred manner to mitigate impacts to archaeological sites; however, data recovery through excavation may be the only option in certain instances (CEQA Guidelines Section 15126.4[b][3]).

2.1.1 National Register of Historic Places

Although the project does not have a federal nexus, properties which are listed in or have been formally determined eligible for listing in the NRHP are automatically listed in the CRHR. The following is therefore presented to provide applicable regulatory context. The NRHP was authorized by Section 101 of the National Historic Preservation Act and is the nation's official list of cultural resources worthy of preservation. The NRHP recognizes the quality of significance in American, state, and local history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects. Per 36 CFR Part 60.4, a property is eligible for listing in the NRHP if it meets one or more of the following criteria:

- Criterion A:** Is associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B:** Is associated with the lives of persons significant in our past
- Criterion C:** Embodies the distinctive characteristics of a type, period, or method of installation, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction
- Criterion D:** Has yielded, or may be likely to yield, information important in prehistory or history

In addition to meeting at least one of the above designation criteria, resources must also retain integrity. The National Park Service recognizes seven aspects or qualities that, considered together, define historic integrity. To retain integrity, a property must possess several, if not all, of these seven qualities, defined as follows:

- Location:** The place where the historic property was constructed or the place where the historic event occurred
- Design:** The combination of elements that create the form, plan, space, structure, and style of a property
- Setting:** The physical environment of a historic property
- Materials:** The physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property

- Workmanship:** The physical evidence of the crafts of a particular culture or people during any given period in history or prehistory
- Feeling:** A property's expression of the aesthetic or historic sense of a particular period of time
- Association:** The direct link between an important historic event or person and a historic property

Certain properties are generally considered ineligible for listing in the NRHP, including cemeteries, birthplaces, graves of historical figures, properties owned by religious institutions, relocated structures, or commemorative properties. Additionally, a property must be at least 50 years of age to be eligible for listing in the NRHP. The National Park Service states that 50 years is the general estimate of the time needed to develop the necessary historical perspective to evaluate significance (National Park Service 1997:41). Properties which are less than 50 years must be determined to have "exceptional importance" to be considered eligible for NRHP listing.

2.1.2 California Register of Historical Resources

The CRHR was established in 1992 and codified by PRC Sections 5024.1 and 4852. The CRHR is an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change (Public Resources Code, 5024.1(a)). The criteria for eligibility for the CRHR are consistent with the NRHP criteria but have been modified for state use in order to include a range of historical resources that better reflect the history of California (Public Resources Code, 5024.1(b)). Unlike the NRHP however, the CRHR does not have a defined age threshold for eligibility; rather, a resource may be eligible for the CRHR if it can be demonstrated sufficient time has passed to understand its historical or architectural significance (California Office of Historic Preservation 2006). Furthermore, resources may still be eligible for listing in the CRHR even if they do not retain sufficient integrity for NRHP eligibility (California Office of Historic Preservation 2006). Generally, the California Office of Historic Preservation recommends resources over 45 years of age be recorded and evaluated for historical resources eligibility (California Office of Historic Preservation 1995:2).

A property is eligible for listing in the CRHR if it meets one of more of the following criteria:

- Criterion 1:** Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage
- Criterion 2:** Is associated with the lives of persons important to our past
- Criterion 3:** Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values
- Criterion 4:** Has yielded, or may be likely to yield, information important in prehistory or history

2.2 California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county in which the remains are discovered has

determined if the remains are subject to the Coroner’s authority. If the human remains are of Native American origin, the coroner must notify the NAHC within 24 hours of this identification.

2.3 California Public Resources Code §5097.98

Section 5097.98 of the California Public Resources Code states that the NAHC, upon notification of the discovery of Native American human remains pursuant to Health and Safety Code §7050.5, shall immediately notify those persons (i.e., the Most Likely Descendant [MLD]) that it believes to be descended from the deceased. With permission of the landowner or a designated representative, the MLD may inspect the remains and any associated cultural materials and make recommendations for treatment or disposition of the remains and associated grave goods. The MLD shall provide recommendations or preferences for treatment of the remains and associated cultural materials within 48 hours of being granted access to the site.

2.4 Local Regulations

2.4.1 City of Ventura Historic Preservation Ordinance

The City of Ventura Historic Preservation Ordinance (Ordinance Nos. 2005-004, § 3, 5-2-05 and 2021-017, § 50, 12-13-21) authorizes the Cultural Heritage Board to designate local landmarks and points of interest, as approved by the City Council, by the procedures outlined in the ordinances. An eligible property may be nominated and designated as a landmark or point of interest if it satisfies the requirements set forth below.

Landmark

“Landmark” any real property such as building, structure, or archaeological excavation, or object that is unique or significant because of its location, design, setting, materials, workmanship or aesthetic feeling, and is associated with:

- a) Events that have made a meaningful contribution to the nation, state or community;
- b) Lives of persons who made a meaningful contribution to national, state or local history;
- c) Reflecting or exemplifying a particular period of the national, state or local history;
- d) Embodying the distinctive characteristics of a type, period or method of construction;
- e) The work of one or more master builders, designers, artists or architects whose talents influenced their historical period, or work that otherwise possesses high artistic value;
- f) Representing a significant and distinguishable entity whose components may lack individual distinction; or
- g) Yielding, or likely to yield, information important to national, state or local history or prehistory.

Point of Interest

“Point of interest” shall mean any real property or object:

- a) That is the site of a building, structure or object that no longer exists but was associated with historic events, important persons, or embodied a distinctive character of architectural style;
- b) That has historic significance, but was altered to the extent that the integrity of the original workmanship, materials or style is substantially compromised;
- c) That is the site of a historic event which has no distinguishable characteristics other than that a historic event occurred there and the historic significance is sufficient to justify the establishment of a historic landmark.

3 Natural and Cultural Setting

This section provides background information pertaining to the natural and cultural context of the current project site. It places the current project site within the broader natural environment which has sustained populations throughout history. This section also provides an overview of regional indigenous history, local ethnography, and post-contact history. This background information describes the distribution and type of cultural resources documented within the vicinity of the current project site to inform the cultural resources sensitivity assessment and the context within which resources have been evaluated.

3.1 Natural Setting

The current project site lies in Ventura County near the McGrath State Beach and Campground at an approximate elevation of 11 feet above mean sea level. None of the surrounding area retains its natural setting, with the current project site located within an area historically used for farming. Located immediately west of the project site, is the Pacific Ocean. Additionally, the Santa Clara River is approximately one mile to the south of the current project site. Vegetation within the vicinity of the site consists of agricultural lands, and a variety of native and non-native plants and grasses. Wildlife within the project site typically consists of gophers, squirrels, and various birds.

3.2 Cultural Setting

3.2.1 Indigenous History

During the twentieth century, many archaeologists developed chronological sequences to explain precontact cultural changes within all or portions of southern California (c.f., Jones and Klar 2007; Moratto 1984). Wallace (1955, 1978) devised a prehistoric chronology for the southern California coastal region based on early studies and focused on data synthesis that included four horizons: Early Man, Milling Stone, Intermediate, and Late Prehistoric. Though initially lacking the chronological precision of absolute dates (Moratto 1984:159), Wallace's (1955) synthesis has been modified and improved using thousands of radiocarbon dates obtained by southern California researchers over recent decades (Byrd and Raab 2007:217; Koerper and Drover 1983; Koerper et al. 2002; Mason and Peterson 1994). The prehistoric chronological sequence for southern California presented below is a composite based on Wallace (1955) and Warren (1968) as well as later studies, including Koerper and Drover (1983).

Early Man Horizon (ca. 10000 – 6000 B.C.)

Numerous pre-8000 B.C. sites have been identified along the mainland coast and Channel Islands of southern California (c.f., Erlandson 1991; Johnson et al. 2002; Jones and Klar 2007; Moratto 1984; Rick et al. 2001:609). The Arlington Springs site on Santa Rosa Island produced human femurs dated to approximately 13,000 years ago (Arnold et al. 2004; Johnson et al. 2002). On nearby San Miguel Island, human occupation at Daisy Cave (SMI-261) has been dated to nearly 13,000 years ago and included basketry greater than 12,000 years old, the earliest recorded on the Pacific Coast (Arnold et al. 2004).

Although few Clovis or Folsom style fluted points have been found in southern California (e.g., Dillon 2002; Erlandson et al. 1987), Early Man Horizon sites are generally associated with a greater emphasis on hunting than subsequent horizons. Recent data indicate that the Early Man economy was a diverse mixture of hunting and gathering, including a significant focus on aquatic resources in coastal areas (e.g., Jones et al. 2002) and on inland Pleistocene lakeshores (Moratto 1984). A warm and dry 3,000-year period called the Altithermal began around 6000 B.C. The conditions of the Altithermal are likely responsible for the change in human subsistence patterns at this time, including a greater emphasis on plant foods and small game.

Milling Stone Horizon (6000–3000 B.C.)

Wallace (1955:219) defined the Milling Stone Horizon as “marked by extensive use of milling stones and mullers, a general lack of well-made projectile points, and burials with rock cairns.” The dominance of such artifact types indicates a subsistence strategy oriented around collecting plant foods and small animals. A broad spectrum of food resources was consumed including small and large terrestrial mammals, sea mammals, birds, shellfish and other littoral and estuarine species, near-shore fishes, yucca, agave, and seeds and other plant products (Kowta 1969; Reinman 1964). Variability in artifact collections over time and from the coast to inland sites indicates that Milling Stone Horizon subsistence strategies adapted to environmental conditions (Byrd and Raab 2007:220). Lithic artifacts associated with Milling Stone Horizon sites are dominated by locally available tool stone. Chopping, scraping, and cutting tools, are very common along with ground stone tools, such as manos and metates. Kowta (1969) attributes the presence of numerous scraper-plane tools in Milling Stone Horizon collections to the processing of agave or yucca for food or fiber. The mortar and pestle, associated with acorns or other foods processed through pounding, were first used during the Milling Stone Horizon and increased dramatically in later periods (Wallace 1955, 1978; Warren 1968).

Two types of artifacts that are considered diagnostic of the Milling Stone Horizon are the cogged stone and discoidal, most of which have been found within sites dating between 4000 and 1000 B.C. (Moratto 1984:149), though possibly as far back as 5500 B.C. (Couch et al. 2009). The cogged stone is a ground stone object that has gear-like teeth on the perimeter and is produced from a variety of materials. The function of cogged stones is unknown, but many scholars have postulated ritualistic or ceremonial uses (c.f., Dixon 1968:64-65; Eberhart 1961:367). Similar to cogged stones, discoidals are found in the archaeological record subsequent to the introduction of the cogged stone. Cogged stones and discoidals were often purposefully buried, or “cached.” They are most common in sites along the coastal drainages from southern Ventura County southward and are particularly abundant at some Orange County sites, although a few specimens have been found inland at Cajon Pass (Dixon 1968:63; Moratto 1984:149). Cogged stones and discoidals have been found together at some Orange County sites, such as CA-ORA-83/86/144 (Van Bueren et al. 1989:772) and Los Cerritos Ranch (Dixon 1975). Cogged stones have been collected in Riverside County and their distribution appears to center on the Santa Ana River basin (Eberhart 1961).

Mortuary practices observed at Milling Stone Horizon sites include extended and loosely flexed burials. Flexed burials oriented north were common in Orange and San Diego counties, with reburials common in Los Angeles County (Wallace 1955, 1978; Warren 1968).

Intermediate Horizon (3000 B.C. – A.D. 500)

Wallace's Intermediate Horizon dates from approximately 3000 B.C.-A.D. 500 and is characterized by a shift toward a hunting and maritime subsistence strategy, as well as greater use of plant foods. During the Intermediate Horizon, a noticeable trend occurred toward greater adaptation to local resources including a broad variety of fish, land mammals, and sea mammals along the coast. Tool kits for hunting, fishing, and processing food and materials reflect this increased diversity, with flake scrapers, drills, various projectile points, and shell fishhooks being manufactured.

Mortars and pestles became more common during this transitional period, gradually replacing manos and metates as the dominant milling equipment. Many archaeologists believe this change in milling stones signals a change from the processing and consuming of hard seed resources to the increasing reliance on acorn (e.g., Glassow et al. 1988; True 1993). Mortuary practices during the Intermediate Horizon typically included fully flexed burials oriented toward the north or west (Warren 1968:2-3).

Late Prehistoric Horizon (A.D. 500–Historic Contact)

During Wallace's (1955, 1978) Late Prehistoric Horizon the diversity of plant food resources and land and sea mammal hunting increased even further than during the Intermediate Horizon. More classes of artifacts were observed during this period and high quality exotic lithic materials were used for small, finely worked projectile points associated with the bow and arrow. Steatite containers were made for cooking and storage and an increased use of asphalt for waterproofing is noted. More artistic artifacts were recovered from Late Prehistoric sites and cremation became a common mortuary custom. Larger, more permanent villages supported an increased population size and social structure (Wallace 1955:223).

Warren (1968) attributes this dramatic change in material culture, burial practices, and subsistence focus to the westward migration of desert people he called the Takic, or Numic, Tradition in Los Angeles, Orange, and western Riverside counties. This Takic Tradition was formerly referred to as the "Shoshonean wedge" (Warren 1968), but this nomenclature is no longer used to avoid confusion with ethnohistoric and modern Shoshonean groups (Heizer 1978:5; Shipley 1978:88, 90). The modern Cahuilla groups in Riverside County are generally considered by archaeologists to be descendants of these prehistoric Uto-Aztec, Takic-speaking populations.

3.2.2 Ethnographic Setting

The current project site is located in the traditional territory of the Ventureño Chumash, a linguistically and culturally distinct Chumash group. The Chumash spoke six closely related Chumashan languages that have been divided into three branches—Northern Chumash (consisting only of Obispeño), Central Chumash (consisting of Purisimeño, Ineseño, Barbareño, and Ventureño), and Island Chumash (Golla 2007). The name "Ventureño Chumash" denotes the people who were administered by the Spanish from the Mission San Buenaventura during the historic period. Their territory includes the areas of present-day Ventura. Ventureño Chumash extensively occupied interior areas, which had creek corridors that provided intermittent or perennial fresh water sources. A series of trailways into these areas facilitated trade between coastal and other neighboring groups such as the Salinan to the north, the Southern Valley Yokuts and Tataviam to the east, and the Gabrielino (Tongva) to the south (Roman 2017).

Early Spanish accounts from European-Native contact describe the Santa Barbara Channel as heavily populated. Estimates of the Chumash total population range from 8,000 to 10,000 (Kroeber 1925: 551) to 18,000 to 22,000 (Cook and Heizer 1965, Grant 1978a). Santa Cruz Island had at least six villages observed by Juan Rodriguez Cabrillo in 1542 (Johnson 1982). Typical house structures were large (up to 55 feet in diameter) and could accommodate 70 people (Kroeber 1925, Grant 1978b). The village of *šukuw*, (or *shuku*), at Rincon Point, was encountered by Gaspar de Portola in 1769. This village had 60 houses and seven canoes, with an estimated population of 300 (Grant 1978b). Eastern coastal Chumash lived in hemispherical dwellings covered by interwoven grasses, such as tule, carrizo grass, wild alfalfa, and fern (Grant 1978b). Other structures in a village included small sweathouses and a large ceremonial chamber (Kroeber 1925: 557).

Ventureño Chumash groups were socially and religiously multifaceted (Gamble et al. 2001, Arnold and Green 2002). Historic Spanish period accounts suggest the overarching social structure to be patrilineal chiefdoms. These have been separated into three sub-chief categories: “Big Chief,” who lead groups of settlements, “Chief,” who was head of a single village, and “Lesser Chief,” who was subordinate to the others (Gamble et al. 2001). Social or economic status may also have been indicated through mortuary practices, although this is debated by archaeologists. Mourning rituals consisted of burials in cemeteries with grave goods, such as *Olivella* shell beads, and beads made from local shells. Other recorded mortuary rituals included burying individuals in the floor of a residence and burning the deceased’s house and possessions (Gamble et al. 2001, Arnold and Green 2002).

Chumash exploited multiple subsistence strategies. The acorn was an especially important resource. It could be gathered, stored, ground into meal, or cooked into paste. Other seeds or fruits like pine nuts and wild cherries would be gathered and processed with a mortar. Hunting and fishing were also an important aspect of Chumash subsistence. Hunters would use a bow and arrow for land mammals like deer, coyote, and fox (Grant 1978b). Sea mammals were hunted with harpoons, while deep-sea fish were caught using nets, hooks, and lines. Shellfish were gathered from beaches using digging sticks, and mussels and abalone were pried from rocks using wood or bone wedges (Johnson 1982). Other subsistence technology included skillet-like flat stones called comals, sandstone storage bowls, and wooden plates and bowls. Archaeological evidence suggests the Ventureño Chumash practiced lithic production of tools from quartzite, chalcedony, and chert in separate lithic workspaces nearby their occupation sites (Roman 2017). Woven baskets were also used for food storage and food preparation. Tightly woven baskets for holding were made with coiling or twining techniques (Grant 1978b).

The Chumash were heavily affected by the arrival of Europeans. The Spanish missions and later Mexican and American settlers dramatically altered traditional Chumash lifeways. The Chumash population was considerably reduced by the introduction of European diseases. However, many Chumash descendants still inhabit the region (Grant 1978a).

3.2.3 Post-Contact Setting

Post-Contact history for the state of California is generally divided into three periods: the Spanish Period (1769–1822), Mexican Period (1822–1848), and American Period (1848–present). Although Spanish, Russian, and British explorers visited the area for brief periods between 1529 and 1769, the Spanish Period in California begins in 1769 with the establishment of a settlement at San Diego and the founding of Mission San Diego de Alcalá, the first of 21 missions constructed between 1769 and 1823. Independence from Spain in 1821 marks the beginning of the Mexican Period, and the signing

of the Treaty of Guadalupe Hidalgo in 1848, ending the Mexican-American War, signals the beginning of the American Period when California became a territory of the United States.

Spanish Period (1769-1822)

Spanish explorers made sailing expeditions along the coast of California between the mid-1500s and mid-1700s. In 1542, Juan Rodriguez Cabrillo led the first European expedition to observe what was known by the Spanish as Alta (upper) California. For more than 200 years, Cabrillo and other Spanish, Portuguese, British, and Russian explorers sailed the Alta California coast and made limited inland expeditions, but they did not establish permanent settlements (Bean 1968; Rolle 2003). The Spanish crown laid claim to Alta California based on the surveys conducted by Cabrillo and Vizcaíno (Bancroft 1885; Gumprecht 1999).

By the eighteenth century, Spain developed a three-pronged approach to secure its hold on the territory and counter against other foreign explorers. The Spanish established military forts known as presidios, as well as missions and pueblos (towns) throughout Alta California. The 1769 overland expedition by Captain Gaspár de Portolá marks the beginning of California's Historic period, occurring just after the King of Spain installed the Franciscan Order to direct religious and colonization matters in assigned territories of the Americas. Portolá established the Presidio of San Diego as the first Spanish settlement in Alta California in 1769. That same year Franciscan Father Junípero Serra also founded Mission San Diego de Alcalá, the first of the 21 missions that would be established in Alta California by the Spanish and the Franciscan Order between 1769 and 1823 (Graffy 2010).

The mission and presidio system relied on Chumash labor; eventually, the majority of the native population lived at the mission complex (Cole 1999). Construction of missions and associated presidios was a major emphasis during the Spanish Period in California to integrate the Native American population into Christianity and communal enterprise. Incentives were also provided to bring settlers to pueblos or towns; just three pueblos were established during the Spanish Period, only two of which were successful and remain as California cities (San José and Los Angeles).

Spain began making land grants in 1784, typically to retiring soldiers, although the grantees were only permitted to inhabit and work the land. The land titles technically remained property of the Spanish king (Livingston 1914).

Mexican Period (1822-1848)

Several factors kept growth within Alta California to a minimum, including the threat of foreign invasion, political dissatisfaction, and unrest among the indigenous population. After more than a decade of intermittent rebellion and warfare, New Spain won independence from Spain in 1821. In 1822, the Mexican legislative body in California ended isolationist policies designed to protect the Spanish monopoly on trade, and decreed California ports open to foreign merchants (Dallas 1955).

Extensive land grants were established in the interior during the Mexican Period, in part to increase the population inland from the more settled coastal areas where the Spanish had first concentrated their colonization efforts. The secularization of the missions following Mexico's independence from Spain resulted in the subdivision of former mission lands and establishment of many additional ranchos. Commonly, former soldiers and well-connected Mexican families were the recipients of these land grants, which now included the title to the land (Graffy 2010).

During the supremacy of the ranchos (1834–1848), landowners largely focused on the cattle industry and devoted large tracts to grazing. Cattle hides became a primary southern California

export, providing a commodity to trade for goods from the east and other areas in the United States and Mexico. The number of nonnative inhabitants increased during this period because of the influx of explorers, trappers, and ranchers associated with the land grants. The rising California population contributed to the introduction and rise of diseases foreign to the Native American population, who had no associated immunities.

American Period (1848- Present)

The United States went to war with Mexico in 1846. During the first year of the war, John C. Fremont traveled from Monterey to Los Angeles with reinforcements for Commodore Stockton and evaded Californian soldiers in Santa Barbara's Gaviota Pass by taking the route over the San Marcos grade instead (Kyle 2002). The war ended in 1848 with the Treaty of Guadalupe Hidalgo, ushering California into its American Period.

California officially became a state with the Compromise of 1850, which also designated Utah and New Mexico (with present-day Arizona) as US territories (Waugh 2003). Horticulture and livestock, based primarily on cattle as the currency and staple of the rancho system, continued to dominate the southern California economy through 1850s. The discovery of gold in the northern part of the state led to the Gold Rush beginning in 1848, and, with the influx of people seeking gold, cattle were no longer desired mainly for their hides but also as a source of meat and other goods. During the 1850s cattle boom, rancho vaqueros drove large herds from southern to northern California to feed that region's burgeoning mining and commercial boom.

A severe drought in the 1860s decimated cattle herds and drastically affected rancheros' source of income. In addition, property boundaries that were loosely established during the Mexican era led to disputes with new incoming settlers, problems with squatters, and lawsuits. Rancheros often were encumbered by debt and the cost of legal fees to defend their property. As a result, much of the rancho lands were sold or otherwise acquired by Americans. Most of these ranchos were subdivided into agricultural parcels or towns (Dumke 1944).

Local History

The area that is now Ventura was missionized in 1782, with the founding of the San Buenaventura Mission, which became a secularized parish in 1836 (California Mission Resource Center 2019). The townsite of San Buenaventura (referred to as Ventura following 1889) was first laid out by Jose Arnaz in 1848 and became an official town when its post office was established in 1864. The city was incorporated by an act of state legislature in 1866. During this early period, the community was primarily accessible via ship and development was clustered in the vicinity of (and north and west of) the mission. In 1868, a stagecoach line was established, followed by the completion of the transcontinental railroad in 1869. After these developments, San Buenaventura's downtown area became denser and diversified to include varying ethnic backgrounds including Italian, French, German/Austrian and Chinese, many of whom established commercial enterprise (Historic Resources Group 2007).

The construction of a wharf was the first large-scale infrastructural improvement undertaken in Ventura. Construction began in 1872 and was completed January 1, 1873, spurring economic growth in the city and surrounding region. At the time of its construction, the wharf in Ventura was the longest wooden wharf in California (City of Ventura n.d.). Its presence not only increased the city's general accessibility but perhaps more importantly, it provided much needed shipping options for the area's already established and growing agricultural economy, and the lumber and oil industries (Historic Resources Group 2007; Triem DPR 1982; *Ventura County Star* 2015).

Following the turn of the century, Ventura greatly expanded its geographic boundaries. During this period, significant portions of recently annexed land remained in use for agricultural purposes and commercial and residential development in the downtown area persisted. The city made significant strides towards modernization with street lighting, sidewalks, and public areas such as parks and gardens developed during this period. A significant strike by Shell Oil in 1921 ushered in exponential growth in both the city and the county of Ventura and expansive residential development took place. While growth slowed during the Depression and lead up to World War II, the postwar period ushered in tremendous growth. With greater reliance on the automobile, the city expanded east of downtown. In September 1962, U.S. Highway 101 was constructed, trending east-west along the ocean, with highways 33 and 126 constructed in the same decade. In the last several decades, development in the city has continued to expand east and densify. Ventura's population was estimated at 111,128 in 2018 (U.S. Census Bureau 2018).

Ventura Harbor

The following context draws heavily on the *City of San Buenaventura Revised Draft for Historic Preservation Committee Review Historic Context Statement* (City of Ventura Draft HCS; Historic Resources Group 2022) and is provided to support the historical evaluation presented in Section 5.

Following World War II, the United States experienced an economic and construction boom leaving many Americans with increased disposable income and leisure time. During this period, due to the commercial availability of new technologies and the accessibility of products such as plastics and plywood, boat construction became less expensive, making boats more affordable to the consumer. This led to an increase in the number of recreational small crafts and, consequently, the construction of new marinas and harbors throughout Southern California (Historic Resources Group 2022). Additionally, during this period, the construction of recreational facilities increased in support of the growing number of Americans living in the country's rapidly expanding suburbs, with facilities such as golf courses, parks, and recreational centers also constructed throughout the region (City of Los Angeles 2017).

The Ventura Port District was created in 1952 through general election for the purpose of constructing and operating a commercial and recreational boat harbor in the city of Ventura (Ventura Port District 2022). The District created initial designs for the harbor in the 1950s, and in 1962, after release of \$4.75 million in bonds, groundbreaking began by Macco Construction Company of Paramount (Historic Resources Group 2022). Initial development of the harbor, then known as Ventura Marina and now known as Ventura Harbor, was completed in 1963.

In 1963, the harbor consisted of a paved Spinnaker Drive and two singular floating docks in what is currently the harbor's the southern portion (Ventura Port District 2022). By 1965, the number of docks had increased and a Union Oil station, in addition to several buildings and structures in and around the project site, had been constructed. Also during this period, the harbor's northern inlets were partially developed with single-family tracts known as Ventura Keys in support of increased leisure lifestyle activities (UCSB 2022; Historic Resources Group 2022).

Following its initial construction, the harbor experienced several issues including sand build-up, dangerous conditions at its entrance, and flooding of the Santa Clara River delta, located to its south. In response, in 1968, Congress directed the United States Army Corps of Engineers (USACE) to take over responsibility of the harbor's dredging and further design. However, in 1969, the severe flooding of the Santa Clara River damaged the docks in the southern portion of the harbor, leaving the area unusable. In response, between 1969 and 1971, USACE replaced the damaged docks,

reinforced the levy between the river delta and the harbor, and constructed an offshore breakwater (USACE 2022).

Into the latter twentieth century, Ventura Harbor developed further and continued to support recreational and leisure activities for Ventura residents and visitors. Construction of the Ventura Keys was completed and the southern portion of the harbor, along Spinnaker Drive, which was completely developed by 1984 with commercial buildings, hotels, District buildings, and additional docks. Several District buildings which had been constructed adjacent to the current project site in 1965, were removed and replaced by the Harbortown Point Marina Resort and Club in 1984, and throughout the 1990s and 2000s the harbor experienced additional infill development.

4 Methods

This section presents the methods for each task completed during the preparation of this study.

4.1 Background and Archival Research

4.1.1 Archival Research

Rincon completed background and archival research in support of this assessment in November 2022. A variety of primary and secondary source materials were consulted. Sources included, but were not limited to, historical maps, aerial photographs, and written histories of the area. The following sources were utilized to develop an understanding of the current project site and its context:

- *Ventura Port District Ventura Harbor Marina and Yacht Yard Expansion Final Initial Study – Mitigated Negative Declaration*. Prepared by Rincon in October 2015
- City of Ventura Draft HCS, prepared by Historic Resources Group in 2022
- Ventura County Assessor’s Office
- Historical aerial photographs accessed via NETR Online
- Historical aerial photographs accessed via University of California, Santa Barbara Library FrameFinder
- Historical USGS topographic maps
- Historical newspaper clippings obtained from Newspapers.com, ProQuest Historical Newspapers.com, and the California Digital Newspaper Collection
- Various historical records via Ancestry.com
- California State Lands Commission Shipwreck Information
- Wrecks and Obstructions Database, National Oceanic and Atmospheric Administration

4.1.2 California Historical Resources Information System Records Search

On September 6, 2022, Rincon received CHRIS records search results from the South Central Coastal Information Center (SCCIC) (Appendix A). The SCCIC, housed at California State University Fullerton, is the official state repository for cultural resources records and reports for Ventura County. The purpose of the records search was to identify previously recorded cultural resources, as well as cultural resources studies that have been previously conducted within the current project site and a 0.5-mile radius surrounding it.

Additionally, Rincon reviewed the following databases of known cultural resources to determine the presence of cultural resources with the potential to be impacted by the project: NRHP, CRHR, the California Historical Landmarks list, the lists of City of Ventura Local Landmarks and Points of Historic Interest, the California Office of Historic Preservation (OHP) Built Environment Resources Directory.

4.1.3 Sacred Lands File Search

Rincon contacted the Native American Heritage Commission (NAHC) on July 18, 2022, to request a SLF search, as well as a contact list of Native Americans culturally affiliated with the current project site vicinity.

4.2 Cultural Resources Survey

Rincon Senior Architectural Historian, Rachel Perzel, conducted a cultural resources survey of the current project site on December 5, 2022. During the site visit, the built environment resources within the current project site, including buildings, structures and associated floating docks and landscape elements, were visually inspected. Pursuant to California OHP Guidelines (California OHP 1995:2), properties over 45 years of age were evaluated for inclusion in the NRHP, CRHR, and local listing and recorded on California Department of Parks 523 series forms (DPR forms). During the survey, Ms. Perzel documented and assessed the overall condition and integrity of these resources. Under the direction of Senior Archaeologist and project Senior Principal Investigator Ken Victorino, Ms. Perzel examined exposed ground surfaces for artifacts (e.g., flaked stone tools, tool-making debris, stone milling tools), ecofacts (marine shell and bone), historic debris (e.g., metal, glass, ceramics). Site characteristics and survey conditions were documented using field notes and digital photographs, which were later reviewed by Mr. Victorino. Copies of field notes and digital photographs are maintained at the Rincon Ventura office.

5 Findings

5.1 Known Cultural Resources Studies

The CHRIS records search and background research identified eight cultural resources studies that have been previously conducted within 0.5 mile of the current project site (Appendix A). Of these studies, none include any portion of the current project site or include areas directly adjacent to the current project site. It does not appear that the current project site has been previously studied or surveyed.

5.2 Known Cultural Resources

The CHRIS records search identified one previously recorded cultural resource within 0.5 mile of the current project site, P-56-001520. P-56-001520, [***a portion of this sentence has been redacted due to the confidentiality of archaeological site locations***] is located approximately [***a portion of this sentence has been redacted due to the confidentiality of archaeological site locations***] of the current project site. According to its associated resource record, [confidential archaeological site information removed] was recommended ineligible for listing in the CRHR under all criteria in 2016 (Mourkas and Roberts 2016).

5.3 Aerial Imagery and Historical Topographic Maps Review

Rincon completed a review of historical topographic maps and aerial imagery to ascertain the development history of the current project site. In the early twentieth century, the current project site is depicted in the USGS 1904 *Ventura, California*, topographic map as undeveloped land west of agricultural fields along East Harbor Boulevard. Additionally, 1947 aerial imagery depicts the current project site as undeveloped coastal land (NETR Online 2022). This area, near the coast and approximately one mile north of the Santa Clara River, would have afforded prehistoric inhabitants access to a variety of resources and, therefore, has an increased sensitivity for prehistoric archaeological sites. The current project site remained undeveloped until circa 1963 (Ventura Port District 2022). A detailed development of the development of the current project site is provided in Section 5.5.

5.4 Sacred Land File Search

On August 25, 2022, the NAHC responded to Rincon's SLF request, stating that the result of the SLF search was negative. See Appendix B for the NAHC response.

5.5 Survey Results

During the cultural resources survey, the current project site was noted as being highly developed, consisting of paved pathways, parking areas, and buildings and structures associated with harbor operations (Figure 5). Ground visibility was low (less than 10%) with exposed soils visible only in

planter beds surrounding built features (Figure 6). The area was heavily disturbed due to past construction and ongoing maintenance and operation of the harbor. No archaeological resources were identified during the field survey.

The background research and survey confirmed the current project site is located within a larger Ventura County Assessor's parcel that encompasses the entirety of Ventura Harbor. The survey confirmed the presence of the following historic-period buildings/structures within the current project site: boat repair building, restaurant building, sportfishing building (Figure 7 and Figure 8). The evaluation of the entirety of Ventura Harbor was outside the scope of the current assessment. Therefore, the historical resources evaluation presented below focuses on the buildings and structures located in the portion of the harbor within which the current project would occur, Ventura Harbor Parcels 20 and 14 (1603 Anchors Way Drive/subject property). DPR forms for the subject property are included in Appendix C and summarized below.

Figure 5 Overview of the Current Project Site; Photograph Taken Centrally from within the Current Project Site, View East



Figure 6 Example of Ground Surface Visibility Within the Current Project Site; Photograph Depicting Planter Beds Surrounding Buildings



Figure 7 Overview of the Current Project Site; Photograph Taken from Across the Harbor to the South



1603 Anchors Way Drive

Physical Description

The subject property is located in the northern portion of Ventura Harbor; sited south of Anchors Way Drive, east of North Harbor Boulevard, and north of the water. The property is developed as part of the harbor and consists of the following buildings and structures surrounded with water and paved parking lots: boat repair building, restaurant building, sportfishing building, and two sets of floating docks (parcels 20 and 14 floating docks).

Much of the northern half of the subject property is occupied with a paved area that serves as a boat storage area. Constructed in 1964, the boat repair building is located in the southern portion of the boat storage area. The single-story building, which supports boat maintenance and repair, integrates minimal Mid-Century Modern Style detailing. It features a rectangular footprint, sits on a concrete foundation and is capped with a side gabled roof sheathed in composition shingles supported with exposed framing. Its exterior is clad in wood board and batten siding, and its east elevation features several entrances including the following: a large opening with a metal roll-up garage door and two standard sized entrances with flush mounted wood doors; fenestration includes large, fixed windows (Figure 9).

Sited centrally within the subject property, approximately 300 feet southwest of the boat repair building and along the water, the restaurant building (currently Water's Edge Restaurant) was also designed with minimal Mid-Century Modern Style detailing and constructed in 1964. Rising from a concrete foundation, the two-story building features an irregular L-shaped footprint and is capped with a hipped roof sheathed in a combination of composition shingles and metal panels. Its wood structural system is variously sheathed in brick veneer and vertical board and batten wood siding. Located on the north elevation, its primary entrance, composed of double-glazed wood framed doors surrounded with sidelites and transoms, is set within a vestibule topped with a front gable roof which is not original to the building and was constructed at an unidentified time. The building features several additions including a one-story shed roof addition and a flat roof addition, both on the north elevation. A non-original open patio area extends from a large addition which cantilevers over the water and was constructed circa 1978 on the building's south elevation (Figure 10 and Figure 11).

Immediately east of the restaurant building is a single-story commercial building that also expresses minimal characteristics of the Mid-Century Modern Style and was constructed in 1964. Home to Ventura Harbor Sportfishing, it is connected to the restaurant building with wood fences creating an associated outdoor service area. The building features an octagonal footprint, sits on a concrete foundation, and is capped with an octagonal hipped roof sheathed in composition shingles supported with exposed framing. Its exterior is sheathed in wood board and batten siding, and the primary entrance, on the south elevation, features an aluminum-framed glass door. Fenestration includes fixed pane windows on the south and west elevations (Figure 12).

Sited south of the buildings described above are the Parcel 20 and 14 floating docks, which appear to have been placed in their current configuration following 1980 (NETR Online 2022). Access to the docks from the mainland is provided via associated ramps accessible via metal gates. Constructed of wood boards supported by concrete piers, the floating docks and their ramps are of simple design and feature little elaboration; ramps are lined with wooden railings. The Parcel 20 docks include a small building, most likely staff offices, constructed circa 2005. It features a rectangular footprint and is capped with a low-pitched side gabled roof with overhanging eaves sheathed in Spanish tiles. The exterior is clad in vertical wood siding and there are multiple entrances along the north

Parcels 20 and 14 Redevelopment Project

elevation, each with a glazed wood paneled door. Fenestration includes aluminum sliding sash windows. The Parcel 14 docks also include a small building, constructed between 1984 and 1994, which houses a market and fueling station. The building features a rectangular footprint and is topped with a low-pitched front gabled roof with large overhanging eaves and exposed rafter ends. The building has an entrance on the east elevation with a flush mounted wood door, and fenestration includes fixed pane and vinyl sash windows. Two gas pumps are mounted on the docks adjacent to the building.

The above-noted buildings and structures within the current project site are identified in Figure 8.

Figure 8 Buildings and Structures within Current Project Site



Figure 9 East Elevation of the Boat Repair Building



Figure 10 North Elevation of the Restaurant Building



Figure 11 East Elevation of the Restaurant Building



Figure 12 East Elevation of the Restaurant Building



Figure 13 Overview of the Parcel 20 Docks, View South-Facing



Figure 14 Overview of the Parcel 14 Docks, View South-Facing



Property History

Initial construction of Ventura Harbor, then referred to as Ventura Marina, was completed in 1963 by the Ventura Port District (Ventura Port District 2022). By 1964, the harbor's first floating docks were in place and buildings had begun to be added throughout in support of commercial and leisure activities. Within the subject property, the boat repair building, restaurant building, and sportfishing building, the developmental history of which is provided below, were constructed in 1964 (NETR Online 2022; *Ventura County Star* August 31, 1964). Also constructed concurrently were a no-longer extant District building and associated floating docks located adjacent to the current project site, in the current location of the Harbortown Point Marina Resort.

The research conducted for this assessment indicates the boat repair building has been used for the repair and alteration of private and public boats since its construction in 1964. The current assessment did not observe any significant alterations to the building.

The restaurant building was constructed by owners Roy Lown and Charles Glander to house the Navigator Restaurant and Compass Room Lounge in 1964 (*Ventura County Star* February 11, 1964). Between 1970 and 1978, the restaurant building was expanded with a first-floor addition along the water and by 1982 the occupant had changed to the Scotch & Sirloin Restaurant, which occupied the space until circa 2010, followed by Rhumb Line Restaurant, between 2010 and 2012, and the current occupant, Water's Edge, beginning in 2018 (*Los Angeles Times* March 6, 1982; *Ventura County Star* January 15, 2012, and November 3, 2018). Additional undated alterations to the

restaurant building include construction of a modified primary entry at north and outdoor patio cantilevered over the water at south (NETR Online 2022).

The sportfishing building was constructed for Ventura Sportfishing Company in 1964. Ventura Sportfishing Company still occupies the building today. It appears to retain its original design.

While floating docks have been present within the project site dating back to 1967, a review of historical aerial imagery indicates that floating docks were added to and removed from the subject property, in addition to altered, with some degree of regularity. Those currently extant appear to have been placed in their current configuration following 1980 (NETR Online 2022). A small building was added to the Parcel 14 docks between 1984 and 1994 and to the Parcel 20 docks between 1993 and 2004 (NETR Online 2022).

Historical Resources Evaluation

In considering the historical resources eligibility of 1603 Anchors Way Drive, the following evaluation considers property-specific research and the City of Ventura Draft HCS. The latter identifies 'Ventura Marina & Growth of Leisure Culture' as a sub-theme of historical significance within the context of the city's post-World War II 'Expansion and Redevelopment (1961-1979)' under the theme of 'Commercial Development.' However, as it is currently in draft form, the HCS does not identify potentially significant property types under this sub theme. The historical resources evaluation of the entirety of Ventura Harbor was outside the scope of this assessment; the current historical resources evaluation is limited to the potential historical significance of the buildings and structures within the current project site. Based on the research conducted for this assessment, 1603 Anchors Way Drive is recommended ineligible for listing in the NRHP, CRHR, or as a City of Ventura local landmark or point of interest under any significance criteria due to the lack of individual historical or architectural significance possessed by the buildings and structures encompassed by the property.

Constructed in 1963 and expanded throughout the decades that followed, Ventura Harbor is an example of one of many harbors developed throughout Southern California in the post-World War II period, including Channel Islands Harbor in 1959, Marina del Rey in 1961, and Huntington Harbor in 1962. It was not the first or most prominent of the harbors in the region constructed during this period. As previously presented in the City of Ventura Draft HCS, Ventura Harbor was developed within the context of the city's post-World War II period of Expansion and Redevelopment, in which the development of recreational facilities, such as harbors, throughout Southern California increased due to the new affordability of pleasure crafts and the rise in popularity of the leisure lifestyle. In Ventura, development of the harbor represents a large expansion of the city's recreational facilities and its construction served as a population draw leading to an increase in associated development such as the Ventura Keys.

The City of Ventura Draft HCS is currently in draft form and does not identify registration requirements for specific property types associated with the sub-theme of Ventura Marina & Growth of Leisure Culture. In the absence of this, the potential individual significance of specific properties must be considered within this larger sub-theme. The archival and background research conducted for this assessment identified no information to suggest the historic-period buildings with the subject property (boat repair building, restaurant building, sportfishing building) are individually important within the history of the harbor's history or any other context relating to Ventura's commercial or tourism history. According to National Park Service Guidance, mere association with a significant historic trend or pattern of events is not enough for a property to be eligible for listing in the NRHP, rather the property's specific association must also be considered

important in relation to the trend or pattern of event to which it is associated (National Park Service 1995:12). The buildings provided general commercial services which would typically be expected of a marina or harbor and did not contribute to the development or history of the Ventura Harbor in a significant way. The subject property is therefore recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria A/1/a and c.

The research conducted for this assessment including a review of city directories and historical newspaper clippings did not indicate that the subject property is associated with individuals considered significant in the history of the city, state, nation, or region. Research identified Roy Lown and Charles Glander as associated with the restaurant building. However, research did not identify either individual as historically significant. Therefore, the subject property is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria B/2/b.

The boat repair, restaurant, and sportfishing buildings within the subject property express minimal characteristics of the Mid-Century Modern Style including overhanging eaves with exposed rafter ends, low-pitched roofs, board and batten siding, and large fixed windows. However, none are exceptional examples of the style. Additionally, the restaurant building has been extensively altered such that it does not express its original design, materials, and workmanship. While the research conducted for this assessment did not identify their architect, the buildings within the subject property do not appear of a quality of design such that they reflect the work of a master architect. Based on the information presented above, the subject property is recommended ineligible for listing in the NRHP, CRHR, and as a local landmark under Criteria C/3/d and e.

The background research conducted for this assessment, including review of CHRIS and NAHC SLF search results, failed to indicate the subject property has the potential to yield information important to the prehistory or history of the local area, California, or the nation. Therefore, it is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria D/4/g. In addition to its lack of NRHP, CRHR, and City of Ventura Landmark eligibility, for the reasons enumerated above, the subject property is additionally recommended ineligible for listing as a city of Ventura point of Interest under Criteria a, b, and c.

6 Impacts Analysis and Conclusions

The impact analysis included here is organized based on the cultural resources thresholds included in CEQA Guidelines Appendix G: Environmental Checklist Form:

- a) Would the project cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?
- b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?
- c) Would the project disturb any human remains, including those interred outside of dedicated cemeteries?

Threshold A broadly refers to historical resources. To more clearly differentiate between archaeological and built environment resources, we have chosen to limit analysis under Threshold A to built environment resources. Archaeological resources, including those that may be considered historical resources pursuant to Section 15064.5 and those that may be considered unique archaeological resources pursuant to Section 21083.2, are considered under Threshold B.

6.1 Historical Built Environment Resources

As discussed in Section V, *Cultural Resources*, of the Final IS-MND, the current project site does not contain historical resources. The current assessment recorded and evaluated the property encompassing the current project site, concluding it is ineligible for listing in the NRHP, CRHR and as a City of Ventura Landmark or Point of Interest; the property therefore is not considered a historical resource as defined by Section 15064.5(a) of the CEQA Guidelines. Consistent with the findings of the Final IS-MND, the current assessment confirms the current project would also result in **no impact to historical resources** pursuant to CEQA. Therefore, the current project would result in no new or more severe impacts on historical resources beyond those identified in the previously adopted Final IS-MND for the approved project.

6.2 Historical and Unique Archaeological Resources

Consistent with the findings presented in Section V, *Cultural Resources*, of the Final IS-MND, the background research and cultural resources survey conducted for this assessment did not identify archaeological resources within the current project site. Additionally, a review of historical aerial images indicates the area comprising the current project site has been heavily modified due to dredging necessary to construct the harbor and subsequent construction and maintenance of the harbor and associated facilities. Due to the absence of known resources in the vicinity of the current project site and the area's developmental history, it is unlikely that intact archaeological resources will be encountered within the project site. As the current project site includes ground disturbance, which was not previously assessed as part of the approved project, the current project would implement the best management practices described in section 1.2 in the unlikely event of an unanticipated discovery. The current project would not result in new or more severe impacts to historical and unique archaeological resources beyond those identified in the Final IS-MND and impacts would be **Less Than Significant to Historical and Unique Archaeological Resources** pursuant to CEQA.

6.3 Human Remains

Consistent with the findings presented in Section V, *Cultural Resources*, of the Final IS-MND, the background research and cultural resources survey conducted for this assessment confirmed that no human remains are known to be present within the project site. However, the discovery of human remains is always a possibility during ground disturbing activities. If human remains are found, the State of California Health and Safety Code Section 7050.5 states that 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. In the event of an unanticipated discovery of human remains, the County Coroner must be notified immediately. If the human remains are determined to be of Native American origin, the Coroner will notify the NAHC, which will determine and notify a MLD. The MLD has 48 hours from being granted site access to make recommendations for the disposition of the remains. If the MLD does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from subsequent disturbance. With adherence to existing regulations, Rincon recommends a finding of ***less-than-significant impact to human remains*** under CEQA. The current project would result in no new or more severe impacts to human remains beyond those identified in the Final IS-MND.

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Parcels 20 and 14 Redevelopment Project

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Parcels 20 and 14 Redevelopment Project

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Appendix A

California Historical Resources Information Search Results

CHRIS Data Request Form

ACCESS AND USE AGREEMENT NO.: _____ **IC FILE NO.:** _____

To: _____ Information Center

Print Name: _____ Date: _____

Affiliation: _____

Address: _____

City: _____ State: _____ Zip: _____

Phone: _____ Fax: _____ Email: _____

Billing Address (if different than above): _____

Billing Email: _____ Billing Phone: _____

Project Name / Reference: _____

Project Street Address: _____

County or Counties: _____

Township/Range/UTMs: _____

USGS 7.5' Quad(s): _____

PRIORITY RESPONSE (Additional Fee): yes / no

TOTAL FEE NOT TO EXCEED: \$ _____

(If blank, the Information Center will contact you if the fee is expected to exceed \$1,000.00)

Special Instructions:

Information Center Use Only

Date of CHRIS Data Provided for this Request: _____

Confidential Data Included in Response: yes / no

Notes: _____

CHRIS Data Request Form

Mark the request form as needed. Attach a PDF of your project area (with the radius if applicable) mapped on a 7.5' USGS topographic quadrangle to scale 1:24000 ratio 1:1 neither enlarged nor reduced and include a shapefile of your project area, if available. Shapefiles are the current CHRIS standard for submitting digital spatial data for your project area or radius. **Check with the appropriate IC for current availability of digital data products.**

- Documents will be provided in PDF format. Paper copies will only be provided if PDFs are not available at the time of the request or under specially arranged circumstances.
- Location information will be provided as a digital map product (Custom Maps or GIS data) unless the area has not yet been digitized. In such circumstances, the IC may provide hand drawn maps.
- In addition to the \$150/hr. staff time fee, client will be charged the Custom Map fee when GIS is required to complete the request [e.g., a map printout or map image/PDF is requested and no GIS Data is requested, or an electronic product is requested (derived from GIS data) but no mapping is requested].

For product fees, see the CHRIS IC Fee Structure on the [OHP website](#).

1. Map Format Choice:

Select One: Custom GIS Maps GIS Data Custom GIS Maps **and** GIS Data No Maps

Any selection below left unmarked will be considered a "no."

Location Information:

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Locations¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Locations Report Locations¹	yes / no	yes / no	
"Other" Report Locations²	yes / no	yes / no	

3. Database Information:

(contact the IC for product examples, or visit the [SSJVIC website](#) for examples)

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Database			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Report Database¹			
List (PDF format)	yes / no	yes / no	
Detail (PDF format)	yes / no	yes / no	
Excel Spreadsheet	yes / no	yes / no	
Include "Other" Reports ²	yes / no	yes / no	

4. Document PDFs (paper copy only upon request):

	Within project area	Within _____	radius
ARCHAEOLOGICAL Resource Records ¹	yes / no	yes / no	
NON-ARCHAEOLOGICAL Resource Records Reports ¹	yes / no	yes / no	
"Other" Reports ²	yes / no	yes / no	

CHRIS Data Request Form

5. Eligibility Listings and Documentation:

	Within project area	Within _____	radius
OHP Built Environment Resources Directory³:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
OHP Archaeological Resources Directory^{1,5}:			
Directory listing only (Excel format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	
California Inventory of Historic Resources (1976):			
Directory listing only (PDF format)	yes / no	yes / no	
Associated documentation ⁴	yes / no	yes / no	

6. Additional Information:

The following sources of information may be available through the Information Center. However, several of these sources are now available on the [OHP website](#) and can be accessed directly. The Office of Historic Preservation makes no guarantees about the availability, completeness, or accuracy of the information provided through these sources. Indicate below if the Information Center should review and provide documentation (if available) of any of the following sources as part of this request.

Caltrans Bridge Survey	yes / no
Ethnographic Information	yes / no
Historical Literature	yes / no
Historical Maps	yes / no
Local Inventories	yes / no
GLO and/or Rancho Plat Maps	yes / no
Shipwreck Inventory	yes / no
Soil Survey Maps	yes / no

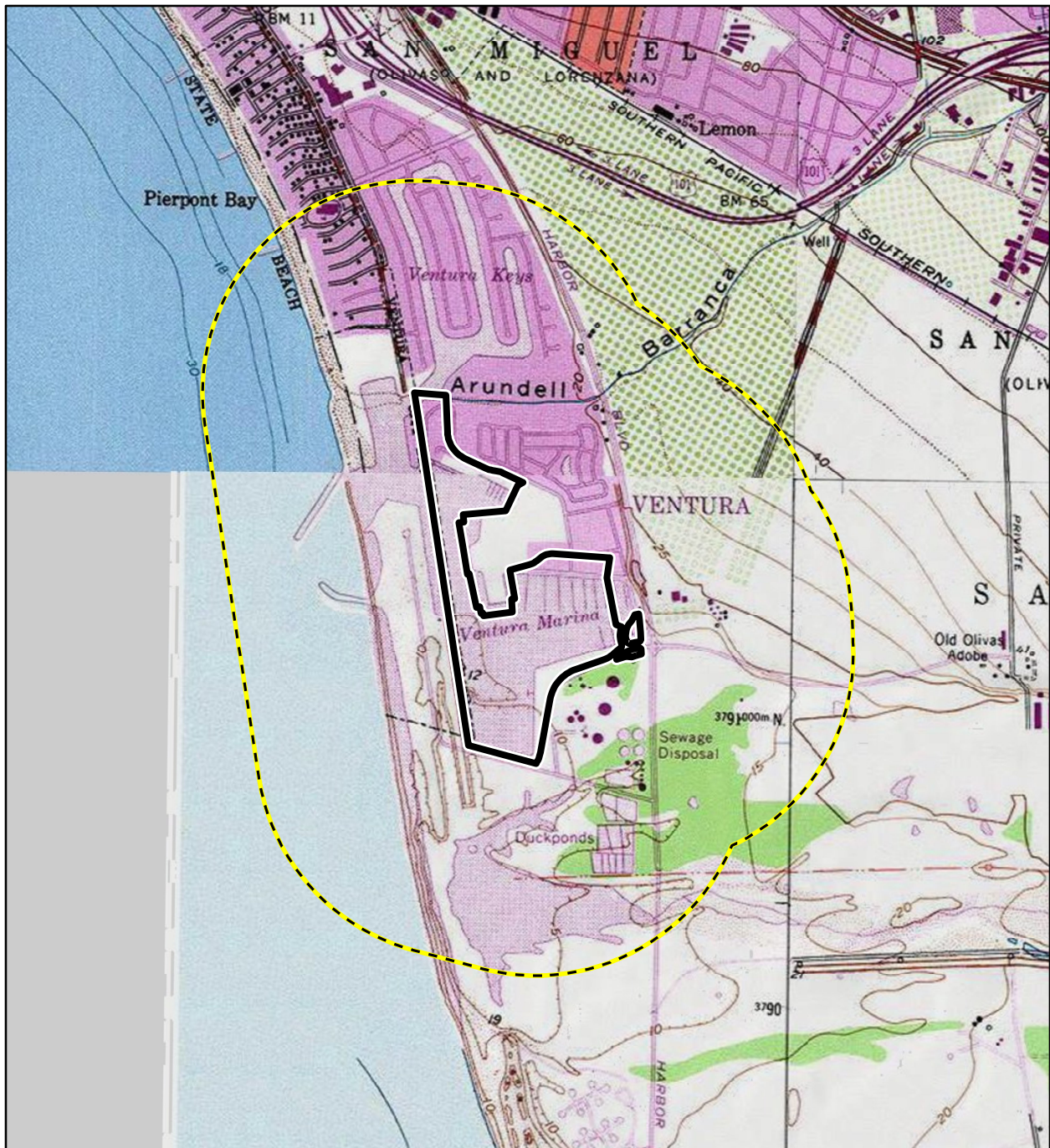
¹ In order to receive archaeological information, requestor must meet qualifications as specified in Section III of the current version of the California Historical Resources Information System Information Center Rules of Operation Manual and be identified as an Authorized User or Conditional User under an active CHRIS Access and Use Agreement.

² "Other" Reports GIS layer consists of report study areas for which the report content is almost entirely non-fieldwork related (e.g., local/regional history, or overview) and/or for which the presentation of the study area boundary may or may not add value to a record search.



³ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Includes, but not limited to, information regarding National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California State Points of Historical Interest, and historic building surveys. Previously known as the HRI and then as the HPD, it is now known as the Built Environment Resources Directory (BERD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.

⁴ Associated documentation will vary by resource. Contact the IC for further details.

⁵ Provided as Excel spreadsheets with no cost for the rows; the only cost for this component is IC staff time. Previously known as the Archaeological Determinations of Eligibility, now it is known as the Archaeological Resources Directory (ARD). The Office of Historic Preservation compiles this documentation and it is the source of the official status codes for evaluated resources.



Imagery provided by National Geographic Society, Esri, and their licensors © 2022. Oxnard, Saticoy & Ventura Quadrangles. T02N R23W S13-15, 23, 24, 26. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.

-  Half-Mile Buffer
-  Area of Potential Effects



0 1,000 2,000 Feet

0 250 500 Meters

1:24,000

Records Search Map



Report List

23853

Report No.	Other IDs	Year	Author(s)	Title	Affiliation	Resources
VN-00219		1979	Lopez, Robert	An Archaeological Reconnaissance of the Area Involved in the Lusk Homes General Plan Amendment, City of San Buenaventura, Ventura County, California		
VN-00236		1980	Horne, Stephen	Final Report: Onshore Cultural Resources Assessment, Union Oil Company Platform Gina and Platform Gilda Project Federal Lease Ocs P-0202 and P-0216, Offshore Southern California	Dames & Moore/Stephen Horne	56-000553, 56-000662, 56-000663, 56-000664, 56-000665, 56-000666, 56-000667, 56-001234, 56-120002, 56-120003
VN-00590		1986	Lopez, Robert	An Archaeological Reconnaissance of the Five Area Involved in the Off-campus Center Siting Study for the California State University, Ventura County, California		56-000665
VN-00982		1991	Singer, Clay A. and John E. Atwood	Cultural Resources Survey and Impact Assessment for the Bristol Relief Sewer Phases Two and Three, in the City of Ventura, Ventura County, California.	C.A. Singer & Associates, Inc.	56-000031, 56-000815
VN-01509		1985	Sturm, Bradley L.	Ventura Marina Dredging Project	Army Corps of Engineers, Los Angeles District	
VN-01733		1985		Ventura Marina Dredging Project	Army Corps of Engineers, Los Angeles District	
VN-02011		2000	Unknown	Phase I Archaeological Survey for the Coastal Zone/soil Transfer Program Study Area, Coastal Berry Ranch, Ventura County, California	W&S Consultants	
VN-02477		2004	Bonner, Wayne H.	Cultural Resource Records Search Results and Site Visit for Cingular Telecommunications Facility Candidate Vy-530-01 (ventura Harbor) 3410 Olivos Park Drive, Ventura, Ventura County, California	Michael Brandman Associates	

Appendix B

Native American Heritage Commission Sacred Lands File Search Results

**Local Government Tribal Consultation List Request
Native American Heritage Commission**

1550 Harbor Blvd, Suite 100
West Sacramento, CA 95691
916-373-3710
916-373-5471 – Fax
nahc@nahc.ca.gov

Type of List Requested

CEQA Tribal Consultation List (AB 52) – Per Public Resources Code § 21080.3.1, subs. (b), (d), (e) and 21080.3.2

General Plan (SB 18) - Per Government Code § 65352.3.

Local Action Type:

General Plan **General Plan Element** **General Plan Amendment**

Specific Plan **Specific Plan Amendment** **Pre-planning Outreach Activity**

Required Information

Project Title: Ventura Harbor Redevelopment Project

Local Government/Lead Agency: City of Ventura / Harbor District

Contact Person: Ashley Losco

Street Address: 180 North Ashwood Avenue

City: Ventura **Zip:** 93003

Phone: 619-841-2116

Email: alosco@rinconconsultants.com

Specific Area Subject to Proposed Action

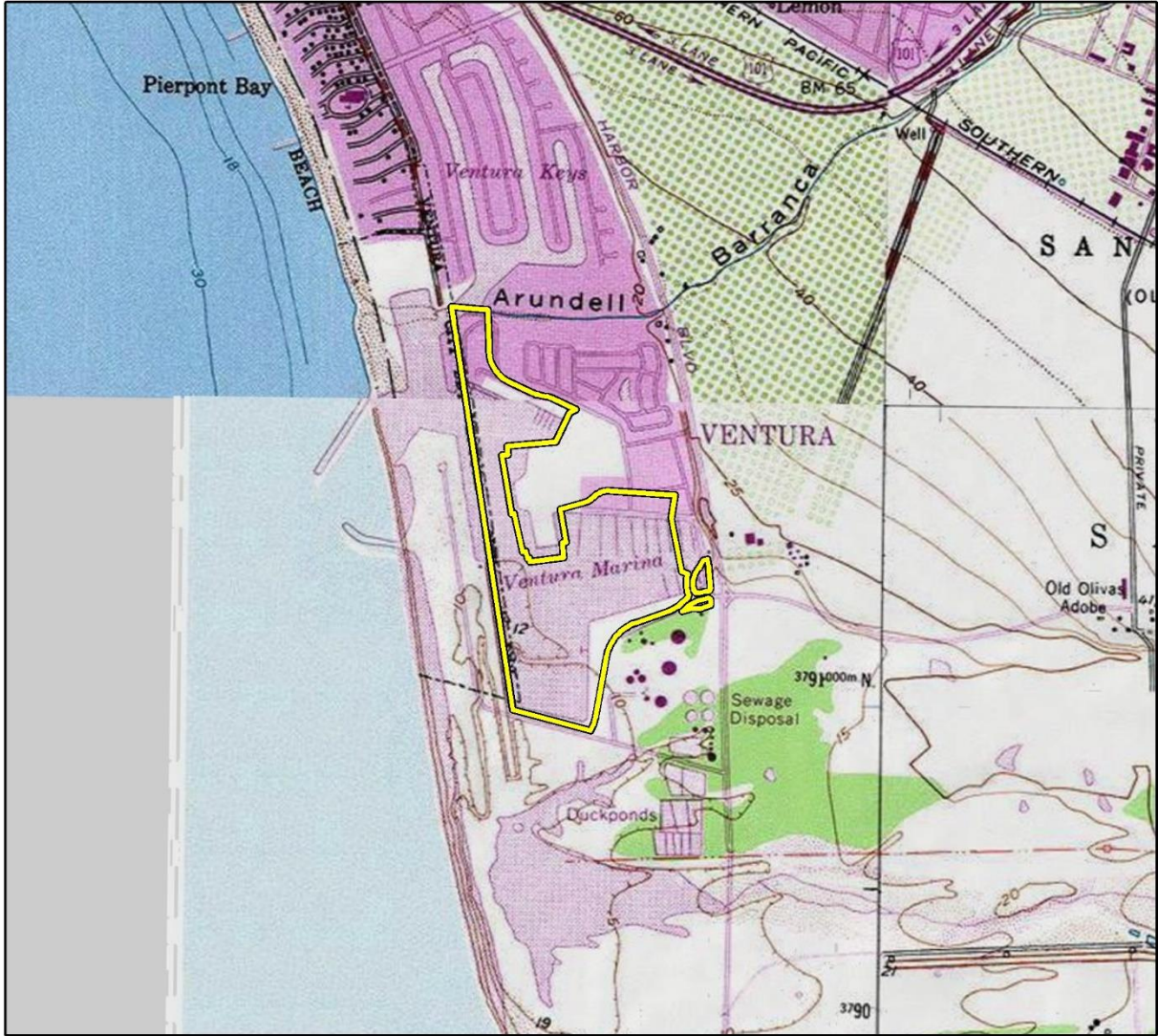
County/Community: See attached map

Additional Request

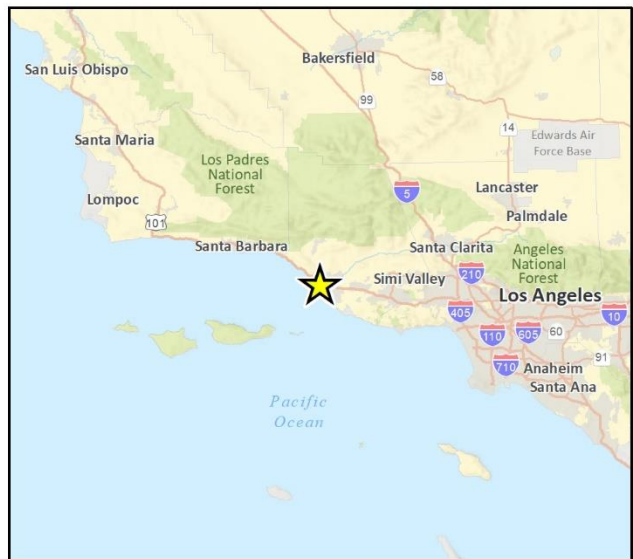
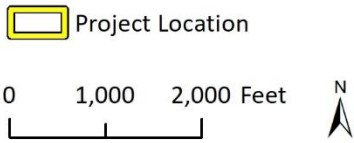
Sacred Lands File Search - Required Information:

USGS Quadrangle Name(s): Oxnard, Saticoy & Ventura Quadrangles

Township: 02N **Range:** 23W **Section(s):** 13-15,23,24,26



Basemap provided by National Geographic Society, Esri and their licensors © 2022. Oxnard & Ventura Quadrangles. T02N R23W S14,23. The topographic representation depicted in this map may not portray all of the features currently found in the vicinity today and/or features depicted in this map may have changed since the original topographic map was assembled.



NATIVE AMERICAN HERITAGE COMMISSION

August 25, 2022

Ashley Losco
Rincon Consultants, Inc.

Via Email to: alosco@rinconconsultants.com

Re: Native American Tribal Consultation, Pursuant to the Assembly Bill 52 (AB 52), Amendments to the California Environmental Quality Act (CEQA) (Chapter 532, Statutes of 2014), Public Resources Code Sections 5097.94 (m), 21073, 21074, 21080.3.1, 21080.3.2, 21082.3, 21083.09, 21084.2 and 21084.3, Ventura Harbor Redevelopment Project, Ventura County

Dear Ms. Losco:

Pursuant to Public Resources Code section 21080.3.1 (c), attached is a consultation list of tribes that are traditionally and culturally affiliated with the geographic area of the above-listed project. Please note that the intent of the AB 52 amendments to CEQA is to avoid and/or mitigate impacts to tribal cultural resources, (Pub. Resources Code §21084.3 (a)) ("Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource.")

Public Resources Code sections 21080.3.1 and 21084.3(c) require CEQA lead agencies to consult with California Native American tribes that have requested notice from such agencies of proposed projects in the geographic area that are traditionally and culturally affiliated with the tribes on projects for which a Notice of Preparation or Notice of Negative Declaration or Mitigated Negative Declaration has been filed on or after July 1, 2015. Specifically, Public Resources Code section 21080.3.1 (d) provides:

Within 14 days of determining that an application for a project is complete or a decision by a public agency to undertake a project, the lead agency shall provide formal notification to the designated contact of, or a tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, which shall be accomplished by means of at least one written notification that includes a brief description of the proposed project and its location, the lead agency contact information, and a notification that the California Native American tribe has 30 days to request consultation pursuant to this section.

The AB 52 amendments to CEQA law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction prior to receiving requests for notification of projects in the tribe's areas of traditional and cultural affiliation. The Native American Heritage Commission (NAHC) recommends, but does not require, early consultation as a best practice to ensure that lead agencies receive sufficient information about cultural resources in a project area to avoid damaging effects to tribal cultural resources.

The NAHC also recommends, but does not require that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:



CHAIRPERSON
Laura Miranda
Luiseño

VICE CHAIRPERSON
Reginald Pagaling
Chumash

PARLIAMENTARIAN
Russell Attebery
Karuk

SECRETARY
Sara Dutschke
Miwok

COMMISSIONER
William Mungary
Paiute/White Mountain
Apache

COMMISSIONER
Isaac Bojorquez
Ohlone-Costanoan

COMMISSIONER
Buffy McQuillen
Yokayo Pomo, Yuki,
Nomlaki

COMMISSIONER
Wayne Nelson
Luiseño

COMMISSIONER
Stanley Rodriguez
Kumeyaay

EXECUTIVE SECRETARY
Raymond C. Hitchcock
Miwok/Nisenan

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

- A listing of any and all known cultural resources that have already been recorded on or adjacent to the APE, such as known archaeological sites;
- Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
- Whether the records search indicates a low, moderate, or high probability that unrecorded cultural resources are located in the APE; and
- If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code section 6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission was negative.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive and a negative response to these searches does not preclude the existence of a tribal cultural resource. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we can assure that our consultation list remains current.

If you have any questions, please contact me at my email address: Cody.Campagne@nahc.ca.gov.

Sincerely,

Cody Campagne

Cody Campagne
Cultural Resources Analyst

Attachment

**Native American Heritage Commission
Tribal Consultation List
Ventura County
8/25/2022**

Barbareno/Ventureno Band of Mission Indians

Dayna Barrios, Vice Chairperson
Phone: (805) 890 - 6855
barrios_dayna@yahoo.com
Chumash

Gabrielino-Tongva Tribe

Charles Alvarez,
23454 Vanowen Street
West Hills, CA, 91307
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Fax: (626) 286-1262
GTtribalcouncil@aol.com
Gabrieleno

Gabrielino /Tongva Nation

Sandonne Goad, Chairperson
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sgoad@gabrielino-tongva.com
Gabrielino

This list is current only as of the date of this document. Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and section 5097.98 of the Public Resources Code.

This list is only applicable for consultation with Native American tribes under Public Resources Code Sections 21080.3.1 for the proposed Ventura Harbor Redevelopment Project, Ventura County.

Appendix C

California Department of Parks and Recreation 523 Series Forms

State of California — The Resources Agency
DEPARTMENT OF PARKS AND RECREATION
PRIMARY RECORD

Primary #
HRI #
Trinomial
NRHP Status Code 6Z

Other Listings
Review Code

Reviewer

Date

Page 1 of 7

*Resource Name or #: 1603 Anchors Way Drive

P1. Other Identifier: Ventura Harbor

***P2. Location:** Not for Publication Unrestricted *a. County: Ventura
and (P2b and P2c or P2d. Attach a Location Map as necessary.)

*b. USGS 7.5' Quad: Ventura and Oxnard, CA Date: 1951 T 02N; R 23W; ¼ of ¼ of Sec 14, 23 ; M.D. B.M.

c. Address: 1603 Anchors Way Drive City: Ventura Zip: 93001

d. UTM: Zone: N/A; mE/ mN (G.P.S.)

e. Other Locational Data: APN 080-024-0325 Elevation: 11 feet

***P3a. Description:** The subject property is located in the northern portion of Ventura Harbor; sited south of Anchors Way Drive, east of North Harbor Boulevard, and north of the water. The property is developed as part of the harbor and consists of the following buildings and structures surrounded with water and paved parking lots: boat repair building, restaurant building, sportfishing building, and two sets of floating docks (parcels 20 and 14 floating docks).

Much of the northern half of the subject property is occupied with a paved area that serves as a boat storage area. Constructed in 1964, the boat repair building is located in the southern portion of the boat storage area. The single-story building, which supports boat maintenance and repair, integrates minimal Mid-Century Modern Style detailing. It features a rectangular footprint, sits on a concrete foundation and is capped with a side gabled roof sheathed in composition shingles supported with exposed framing. Its exterior is clad in wood board and batten siding, and its east elevation features several entrances including the following: a large opening with a metal roll-up garage door and two standard sized entrances with flush mounted wood doors; fenestration includes large, fixed windows. (Continued on Continuation Sheet Page 4)

***P3b. Resource Attributes:** HP6. 1-3 story commercial building; HP39. Other (Boat Docks)

***P4. Resources Present:** Building Structure Object Site District Element of District Other (Isolates, etc.)

P5a. Photo or Drawing



P5b. Description of Photo: (View, date, accession #)

Restaurant and harbor of 1603 Anchors Way Drive, View Southeast

***P6. Date Constructed/Age and Sources:** Historic

Prehistoric Both

1964 (Ventura Port District)

***P7. Owner and Address:**

Ventura Port District
1603 Anchors Way Drive
Ventura, California 93001

***P8. Recorded by:**

Rachel Perzel and Ashley Losco
Rincon Consultants, Inc.
180 N. Ashwood Avenue
Ventura, California 93003

***P9. Date Recorded:** 12/20/2022

***P10. Survey Type:** Pedestrian

***P11. Report Citation:**

Losco, A., D. Balam, R. Perzel, S. Treffers, K. Victorino, S. Carmack. 2022 *Parcels 20 and 14 Redevelopment Project Cultural Resources Technical Report, Ventura County, California*. Rincon Consultants Project No. 21-12187. Report on file at the South Central Coastal Information Center, California State University Fullerton.

***Attachments:** NONE Location Map Sketch Map Continuation Sheet Building, Structure, and Object Record
 Archaeological Record District Record Linear Feature Record Milling Station Record Rock Art Record
 Artifact Record Photograph Record Other (List):

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 3 of 7

*NRHP Status Code 6Z

*Resource Name: 1603 Anchors Way Drive

B1. Historic Name: Ventura Marina

B2. Common Name: Ventura Harbor

B3. Original Use: Commercial and Recreational

B4. Present Use: Commercial and Recreational

*B5. Architectural Style: Mid-Century Modern

*B6. Construction History:

1964: construction of Parcel 20 docks, the boat repair building, restaurant building, and sportfishing building

Circa 1970 to 1978: First floor addition to restaurant

Circa 1980: Construction of Parcel 14 docks

Circa 1984 to 1994: Addition of small building on Parcel 14 docks

Circa 1993 and 2004: Construction of small building on Parcel 20 docks

Undated alterations to restaurant: modified primary entry at north and outdoor patio cantilevered over the water

*B7. Moved? No Yes Unknown Date: N/A

Original Location: N/A

*B8. Related Features: N/A

B9a. Architect(s): Not Identified

b. Builder: Not Identified

*B10. Significance: Theme: N/A

Area: Ventura, California

Period of Significance: N/A

Property Type: N/A

Applicable Criteria: N/A

In considering the historical resources eligibility of 1603 Anchors Way Drive, the following evaluation considers property-specific research and the City of Ventura Draft HCS. The latter identifies 'Ventura Marina & Growth of Leisure Culture' as a sub-theme of historical significance within the context of the city's post-World War II 'Expansion and Redevelopment (1961-1979)' under the theme of 'Commercial Development.' However, as it is currently in draft form, the HCS does not identify potentially significant property types under this sub theme. The historical resources evaluation of the entirety of Ventura Harbor was outside the scope of this assessment; the current historical resources evaluation is limited to the potential historical significance of the buildings and structures within the current project site. Based on the research conducted for this assessment, 1603 Anchors Way Drive is recommended ineligible for listing in the NRHP, CRHR, or as a City of Ventura local landmark or point of interest under any significance criteria due to the lack of individual historical or architectural significance possessed by the buildings and structures encompassed by the property. (Continued on Page 4 of the Continuation Sheet)

B11. Additional Resource Attributes: N/A

*B12. References: See Continuation Sheet

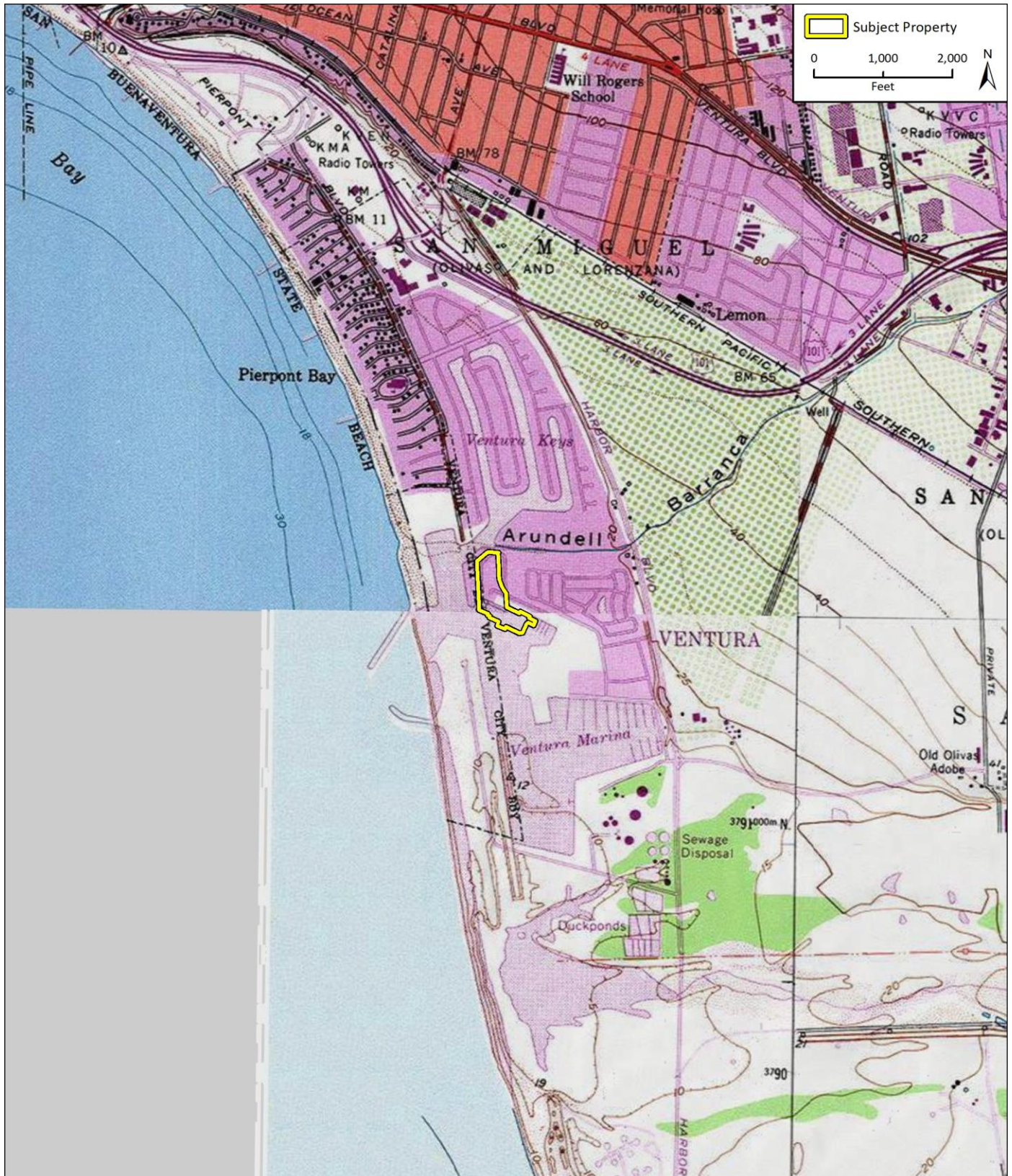
B13. Remarks: N/A

*B14. Evaluator: Ashley Losco, Rincon Consultants, Inc.

*Date of Evaluation: December 20, 2022

(This space reserved for official comments.)





CONTINUATION SHEET

*Recorded by: Ashley Losco, Rincon Consultants, Inc. *Date: 12/20/2022

Continuation Update

***P3a. Physical Description (Continued from Page 1):**

Sited centrally within the subject property, approximately 300 feet southwest of the boat repair building and along the water, the restaurant building (currently Water's Edge Restaurant) was also designed with minimal Mid-Century Modern Style detailing and constructed in 1964. Rising from a concrete foundation, the two-story building features an irregular L-shaped footprint and is capped with a hipped roof sheathed in a combination of composition shingles and metal panels. Its wood structural system is variously sheathed in brick veneer and vertical board and batten wood siding. Located on the north elevation, its primary entrance, composed of double-glazed wood framed doors surrounded with sidelites and transoms, is set within a vestibule topped with a front gable roof which is not original to the building and was constructed at an unidentified time. The building features several additions including a one-story shed roof addition and a flat roof addition, both on the north elevation. A non-original open patio area extends from a large addition which cantilevers over the water and was constructed circa 1978 on the building's south elevation.

Immediately east of the restaurant building is a single-story commercial building that also expresses minimal characteristics of the Mid-Century Modern Style and was constructed in 1964. Home to Ventura Harbor Sportfishing, it is connected to the restaurant building with wood fences creating an associated outdoor service area. The building features an octagonal footprint, sits on a concrete foundation, and is capped with an octagonal hipped roof sheathed in composition shingles supported with exposed framing. Its exterior is sheathed in wood board and batten siding, and the primary entrance, on the south elevation, features an aluminum-framed glass door. Fenestration includes fixed pane windows on the south and west elevations.

Sited south of the buildings described above are the Parcel 20 and 14 floating docks, which appear to have been placed in their current configuration following 1980 (NETR Online 2022). Access to the docks from the mainland is provided via associated ramps accessible via metal gates. Constructed of wood boards supported by concrete piers, the floating docks and their ramps are of simple design and feature little elaboration; ramps are lined with wooden railings. The Parcel 20 docks include a small building, most likely staff offices, constructed circa 2005. It features a rectangular footprint and is capped with a low-pitched side gabled roof with overhanging eaves sheathed in Spanish tiles. The exterior is clad in vertical wood siding and there are multiple entrances along the north elevation, each with a glazed wood paneled door. Fenestration includes aluminum sliding sash windows. The Parcel 14 docks also include a small building, constructed between 1984 and 1994, which houses a market and fueling station. The building features a rectangular footprint and is topped with a low-pitched front gabled roof with large overhanging eaves and exposed rafter ends. The building has an entrance on the east elevation with a flush mounted wood door, and fenestration includes fixed pane and vinyl sash windows. Two gas pumps are mounted on the docks adjacent to the building.

***B10. Significance (Continued from Page 3):**

Property History

Initial construction of Ventura Harbor, then referred to as Ventura Marina, was completed in 1963 by the Ventura Port District (Ventura Port District 2022). By 1964, the harbor's first floating docks were in place and buildings had begun to be added throughout in support of commercial and leisure activities. Within the subject property, the boat repair building, restaurant building, and sportfishing building, the developmental history of which is provided below, were constructed in 1964 (NETR Online 2022; *Ventura County Star* August 31, 1964). Also constructed concurrently were a no-longer extant District building and associated floating docks located adjacent to the current project site, in the current location of the Harbortown Point Marina Resort.

The research conducted for this assessment indicates the boat repair building has been used for the repair and alteration of private and public boats since its construction in 1964. The current assessment did not observe any significant alterations to the building. The restaurant building was constructed by owners Roy Lown and Charles Glander to house the Navigator Restaurant and Compass Room Lounge in 1964 (*Ventura County Star* February 11, 1964). Between 1970 and 1978, the restaurant building was expanded with a first-floor addition along the water and by 1982 the occupant had changed to the Scotch & Sirloin Restaurant, which occupied the space until circa 2010, followed by Rhumb Line Restaurant, between 2010 and 2012, and the current occupant, Water's Edge, beginning in 2018 (*Los Angeles Times* March 6, 1982; *Ventura County Star* January 15, 2012, and November 3, 2018). Additional undated alterations to the restaurant building include construction of a modified primary entry at north and outdoor patio cantilevered over the water at south (NETR Online 2022). The sportfishing building was constructed for Ventura Sportfishing Company in 1964. Ventura Sportfishing Company still occupies the building today. It appears to retain its original design.

While floating docks have been present within the project site dating back to 1967, a review of historical aerial imagery indicates that floating docks were added to and removed from the subject property, in addition to altered, with some degree of regularity. Those currently extant appear to have been placed in their current configuration following 1980 (NETR Online 2022). A small building was added to the Parcel 14 docks between 1984 and 1994 and to the Parcel 20 docks between 1993 and 2004 (NETR Online 2022).

CONTINUATION SHEET

*Recorded by: Ashley Losco, Rincon Consultants, Inc. *Date: 12/20/2022

Continuation Update

Historical Evaluation

Constructed in 1963 and expanded throughout the decades that followed, Ventura Harbor is an example of one of many harbors developed throughout Southern California in the post-World War II period, including Channel Islands Harbor in 1959, Marina del Rey in 1961, and Huntington Harbor in 1962. It was not the first or most prominent of the harbors in the region constructed during this period. As previously presented in the City of Ventura Draft HCS, Ventura Harbor was developed within the context of the city's post-World War II period of Expansion and Redevelopment, in which the development of recreational facilities, such as harbors, throughout Southern California increased due to the new affordability of pleasure crafts and the rise in popularity of the leisure lifestyle. In Ventura, development of the harbor represents a large expansion of the city's recreational facilities and its construction served as a population draw leading to an increase in associated development such as the Ventura Keys.

The City of Ventura Draft HCS is currently in draft form and does not identify registration requirements for specific property types associated with the sub-theme of Ventura Marina & Growth of Leisure Culture. In the absence of this, the potential individual significance of specific properties must be considered within this larger sub-theme. The archival and background research conducted for this assessment identified no information to suggest the historic-period buildings with the subject property (boat repair building, restaurant building, sportfishing building) are individually important within the history of the harbor's history or any other context relating to Ventura's commercial or tourism history. According to National Park Service Guidance, mere association with a significant historic trend or pattern of events is not enough for a property to be eligible for listing in the NRHP, rather the property's specific association must also be considered important in relation to the trend or pattern of event to which it is associated (National Park Service 1995:12). The buildings provided general commercial services which would typically be expected of a marina or harbor and did not contribute to the development or history of the Ventura Harbor in a significant way. The subject property is therefore recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria A/1/a and c. The research conducted for this assessment including a review of city directories and historical newspaper clippings did not indicate that the subject property is associated with individuals considered significant in the history of the city, state, nation, or region. Research identified Roy Lown and Charles Glander as associated with the restaurant building. However, research did not identify either individual as historically significant. Therefore, the subject property is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria B/2/b.

The boat repair, restaurant, and sportfishing buildings within the subject property express minimal characteristics of the Mid-Century Modern Style including overhanging eaves with exposed rafter ends, low-pitched roofs, board and batten siding, and large fixed windows. However, none are exceptional examples of the style. Additionally, the restaurant building has been extensively altered such that it does not express its original design, materials, and workmanship. While the research conducted for this assessment did not identify their architect, the buildings within the subject property do not appear of a quality of design such that they reflect the work of a master architect. Based on the information presented above, the subject property is recommended ineligible for listing in the NRHP, CRHR, and as a local landmark under Criteria C/3/d and e.

The background research conducted for this assessment, including review of CHRIS and NAHC SLF search results, failed to indicate the subject property has the potential to yield, information important to the prehistory or history of the local area, California, or the nation. Therefore, it is recommended ineligible for listing in the NRHP and CRHR and as a local landmark under Criteria D/4/g. In addition to its lack of NRHP, CRHR, and City of Ventura Landmark ineligibility, for the reasons enumerated above, the subject property is additionally recommended ineligible for listing as a city of Ventura point of Interest under Criteria a, b, and c.

***B10. References (Continued from Page 3):**

Los Angeles Times

"Advertisements." March 6, 1983. Accessed through newspapers.com.

National Park Service

How to Apply the National Register of Criteria for Evaluation. National Register Bulletin 15. U.S. Department of the Interior, Washington DC. 1995.

NETR Online

Various historical aerials and topographic maps of the project site and surrounding area. 2022. Accessed through historicaerials.com.

Ventura County Star

"To Open Soon." February 11, 1964. Accessed November 2022, through newspapers.com.

"Advertisements." August 31, 1964. Accessed November 2022, through newspapers.com.

"Legal Notices." January 15, 2012. Accessed November 2022, through newspapers.com.

"Open and Shut." November 3, 2018. Accessed November 2022, through newspapers.com.

*Recorded by: Ashley Losco, Rincon Consultants, Inc. *Date: 12/20/2022

Continuation Update

Ventura Port District
"History." Accessed November 2022, through <https://venturaharbor.com/history/>.

Photographs:



Photo 2: Boat Repair Building, View Northwest



Photo 3: Sportfishing Building, View West

CONTINUATION SHEET

*Recorded by: Ashley Losco, Rincon Consultants, Inc. *Date: 12/20/2022

Continuation Update

Ventura Port District

"History." Accessed November 2022, through <https://venturaharbor.com/history/>.

Photographs:



Photo 4: Parcel 20 Docks, View South

Appendix E

Energy Calculations

Parcels 20 & 14 Redevelopment Project

Last Updated: 12/11/2022

Compression-Ignition Engine Brake-Specific Fuel Consumption (BSFC) Factors [1]:

HP: 0 to 100	0.0588	HP: Greater than 100	0.0529
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Values above are expressed in gallons per horsepower-hour/BSFC.

CONSTRUCTION EQUIPMENT						
Construction Equipment	#	Hours per Day	Horsepower	Load Factor	Construction Phase	Fuel Used (gallons)
Concrete/Industrial Saws	1	8	81	0.73	Phase 1.1 (Demolition)	556
Tractors/Loaders/Backhoes	3	8	97	0.37	Phase 1.1 (Demolition)	1,012
Rubber Tired Dozers	1	8	247	0.4	Phase 1.1 (Demolition)	836
Scrapers	1	8	367	0.48	Phase 1.2 (Site Preparation)	1,490
Tractors/Loaders/Backhoes	1	7	97	0.37	Phase 1.2 (Site Preparation)	295
Graders	1	8	187	0.41	Phase 1.2 (Site Preparation)	648
Tractors/Loaders/Backhoes	2	7	97	0.37	Phase 1.3 (Grading)	591
Rubber Tired Dozers	1	8	247	0.4	Phase 1.3 (Grading)	836
Graders	1	8	187	0.41	Phase 1.3 (Grading)	648
Welders	3	8	46	0.45	Phase 1.4 (Building Construction)	584
Generator Sets	1	8	84	0.74	Phase 1.4 (Building Construction)	584
Tractors/Loaders/Backhoes	1	6	97	0.37	Phase 1.4 (Building Construction)	253
Forklifts	2	7	89	0.2	Phase 1.4 (Building Construction)	293
Cranes	1	8	231	0.29	Phase 1.4 (Building Construction)	567
Paving Equipment	1	8	132	0.36	Phase 1.5 (Paving)	402
Tractors/Loaders/Backhoes	1	8	97	0.37	Phase 1.5 (Paving)	337
Pavers	1	8	130	0.42	Phase 1.5 (Paving)	462
Rollers	2	8	80	0.38	Phase 1.5 (Paving)	572
Cement and Mortar Mixers	1	8	9	0.56	Phase 1.5 (Paving)	47
Air Compressors	1	6	78	0.48	Phase 1.6 (Arch. Coating)	264
Graders	1	8	187	0.41	Phase 2.1 (Site Preparation)	648
Scrapers	1	8	367	0.48	Phase 2.1 (Site Preparation)	1,490
Tractors/Loaders/Backhoes	1	7	97	0.37	Phase 2.1 (Site Preparation)	295
Graders	1	8	187	0.41	Phase 2.2 (Grading)	648
Rubber Tired Dozers	1	8	247	0.4	Phase 2.2 (Grading)	836
Tractors/Loaders/Backhoes	2	7	97	0.37	Phase 2.2 (Grading)	591
Cranes	1	8	231	0.29	Phase 2.3 (Building Construction)	567
Forklifts	2	7	89	0.2	Phase 2.3 (Building Construction)	293
Generator Sets	1	8	84	0.74	Phase 2.3 (Building Construction)	584
Tractors/Loaders/Backhoes	1	6	97	0.37	Phase 2.3 (Building Construction)	253
Welders	3	8	46	0.45	Phase 2.3 (Building Construction)	584
Cement and Mortar Mixers	1	8	9	0.56	Phase 2.4 (Paving)	47
Pavers	1	8	130	0.42	Phase 2.4 (Paving)	462
Paving Equipment	1	8	132	0.36	Phase 2.4 (Paving)	402
Rollers	2	8	80	0.38	Phase 2.4 (Paving)	572
Tractors/Loaders/Backhoes	1	8	97	0.37	Phase 2.4 (Paving)	337
Air Compressors	1	6	78	0.48	Phase 2.5 (Arch. Coating)	264
Total Fuel Used						20,150
						(Gallons)

Construction Phase	Days of Operation
Phase 1.1 (Demolition)	20
Phase 1.2 (Site Preparation)	3
Phase 1.3 (Grading)	6
Phase 1.4 (Building Construction)	75
Phase 1.5 (Paving)	10
Phase 1.6 (Arch. Coating)	10
Phase 2.1 (Site Preparation)	3

Phase 2.2 (Grading)	6
Phase 2.3 (Building Construction)	240
Phase 2.4 (Paving)	10
Phase 2.5 (Arch. Coating)	10
Total Days	393

WORKER TRIPS

Constuction Phase	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
Phase 1.1 (Demolition)	24.1	13	10.8	116.51
Phase 1.2 (Site Preparation)	24.1	8	10.8	10.76
Phase 1.3 (Grading)	24.1	10	10.8	26.89
Phase 1.4 (Building Construction)	24.1	46	10.8	1546.06
Phase 1.5 (Paving)	24.1	15	10.8	67.22
Phase 1.6 (Arch. Coating)	24.1	9	10.8	40.33
Phase 2.1 (Site Preparation)	24.1	8	10.8	10.76
Phase 2.2 (Grading)	24.1	10	10.8	26.89
Phase 2.3 (Building Construction)	24.1	46	10.8	4947.39
Phase 2.4 (Paving)	24.1	15	10.8	67.22
Phase 2.5 (Arch. Coating)	24.1	9	10.8	40.33
Total				6,900.35

HAULING AND VENDOR TRIPS

Trip Class	MPG [2]	Trips	Trip Length (miles)	Fuel Used (gallons)
HAULING TRIPS				
Phase 1.1 (Demolition)	7.5	75	20.0	200.00
Phase 1.2 (Site Preparation)	7.5	0	20.0	0.00
Phase 1.3 (Grading)	7.5	0	20.0	0.00
Phase 1.4 (Building Construction)	7.5	0	20.0	0.00
Phase 1.5 (Paving)	7.5	0	20.0	0.00
Phase 1.6 (Arch. Coating)	7.5	0	20.0	0.00
Phase 2.1 (Site Preparation)	7.5	0	20.0	0.00
Phase 2.2 (Grading)	7.5	0	20.0	0.00
Phase 2.3 (Building Construction)	7.5	0	20.0	0.00
Phase 2.4 (Paving)	7.5	0	20.0	0.00
Phase 2.5 (Arch. Coating)	7.5	0	20.0	0.00
Total				200.00

VENDOR TRIPS

Phase 1.1 (Demolition)	7.5	0	7.3	0.00
Phase 1.2 (Site Preparation)	7.5	0	7.3	0.00
Phase 1.3 (Grading)	7.5	0	7.3	0.00
Phase 1.4 (Building Construction)	7.5	18	7.3	1314.00
Phase 1.5 (Paving)	7.5	0	7.3	0.00
Phase 1.6 (Arch. Coating)	7.5	0	7.3	0.00
Phase 2.1 (Site Preparation)	7.5	0	7.3	0.00
Phase 2.2 (Grading)	7.5	0	7.3	0.00
Phase 2.3 (Building Construction)	7.5	18	7.3	4204.80
Phase 2.4 (Paving)	7.5	0	7.3	0.00
Phase 2.5 (Arch. Coating)	7.5	0	7.3	0.00
Total				5,518.80

Total Gasoline Consumption (gallons)	6,900
Total Diesel Consumption (gallons)	25,869

Sources:

[1] United States Environmental Protection Agency. 2021. *Exhaust and Crankcase Emission Factors for Nonroad Compression-Ignition Engines in MOVES3.0.2*. September. Available at: <https://www.epa.gov/system/files/documents/2021-08/420r21021.pdf>.

[2] United States Department of Transportation, Bureau of Transportation Statistics. 2021. *National Transportation Statistics*. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

Parcels 20 & 14 Redevelopment Project

Last Updated: 12/11/2022

Populate one of the following tables (Leave the other blank):

Annual VMT	OR	Daily Vehicle Trips
Annual VMT: 322,961		Daily Vehicle Trips: Average Trip Distance:

Fleet Class	Fleet Mix	Fuel Economy (MPG) [1]	
Light Duty Auto (LDA)	0.553410	Passenger Vehicles	24.1
Light Duty Truck 1 (LDT1)	0.058491	Light-Med Duty Trucks	17.6
Light Duty Truck 2 (LDT2)	0.170447	Heavy Trucks/Other	7.5
Medium Duty Vehicle (MDV)	0.127855	Motorcycles	44
Light Heavy Duty 1 (LHD1)	0.026791		
Light Heavy Duty 2 (LHD2)	0.007507		
Medium Heavy Duty (MHD)	0.012149		
Heavy Heavy Duty (HHD)	0.006212		
Other Bus (OBUS)	0.000674		
Urban Bus (UBUS)	0.000390		
Motorcycle (MCY)	0.028812		
School Bus (SBUS)	0.006320		
Motorhome (MH)	0.006629		

Fleet Mix					
Vehicle Type	Percent	Fuel Type	Annual VMT: VMT	Vehicle Trips: VMT	Fuel Consumption (Gallons)
Passenger Vehicles	55.34%	Gasoline	178,730	0.00	7,416
Light-Medium Duty Trucks	35.68%	Gasoline	115,230	0.00	6,547
Heavy Trucks/Other	6.67%	Diesel	21,532	0.00	2,871
Motorcycle	2.88%	Gasoline	9,305	0.00	211

Total Gasoline Consumption (gallons)	14,175
Total Diesel Consumption (gallons)	2,871

Sources:

[1] United States Department of Transportation, Bureau of Transportation Statistics. 2021. National Transportation Statistics. Available at: <https://www.bts.gov/topics/national-transportation-statistics>.

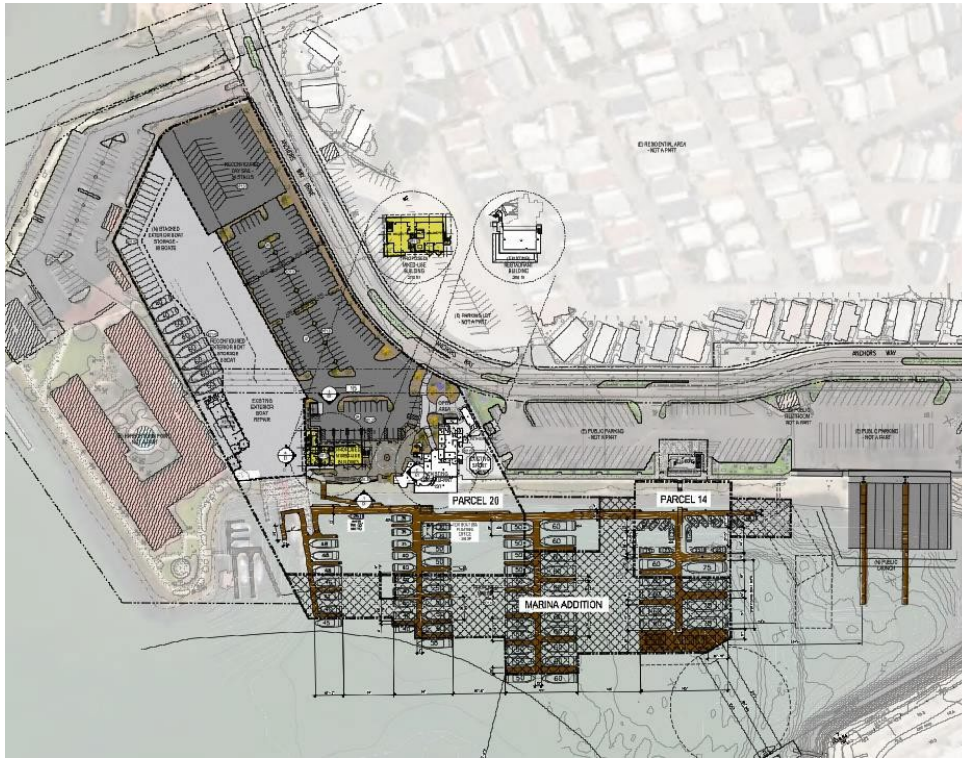
Equipment	Horsepower	Load Factor
Aerial Lifts	63	0.31
Air Compressors	78	0.48
Bore/Drill Rigs	221	0.5
Cement and Mortar Mixers	9	0.56
Concrete/Industrial Saws	81	0.73
Cranes	231	0.29
Crawler Tractors	212	0.43
Crushing/Proc. Equipment	85	0.78
Dumpers/Tenders	16	0.38
Excavators	158	0.38
Forklifts	89	0.2
Generator Sets	84	0.74
Graders	187	0.41
Off-Highway Tractors	124	0.44
Off-Highway Trucks	402	0.38
Other Construction Equipment	172	0.42
Other General Industrial Equipment	88	0.34
Other Material Handling Equipment	168	0.4
Pavers	130	0.42
Paving Equipment	132	0.36
Plate Compactors	8	0.43
Pressure Washers	13	0.3
Pumps	84	0.74
Rollers	80	0.38
Rough Terrain Forklifts	100	0.4
Rubber Tired Dozers	247	0.4
Rubber Tired Loaders	203	0.36
Scrapers	367	0.48
Signal Boards	6	0.82
Skid Steer Loaders	65	0.37
Surfacing Equipment	263	0.3
Sweepers/Scrubbers	64	0.46
Tractors/Loaders/Backhoes	97	0.37
Trenchers	78	0.5
Welders	46	0.45

Appendix F

Traffic Study Addendum

VENTURA PORT DISTRICT PARCELS 14 & 20 REDEVELOPMENT PROJECT

TRAFFIC AND VMT STUDY



December 19, 2022

ATE Project #22022

Prepared for:
Rincon Consultants, Inc.
180 N Ashwood Ave,
Ventura, CA 93003



ASSOCIATED TRANSPORTATION ENGINEERS

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Richard L. Pool, P.E.
Scott A. Schell

December 19, 2022

22022R01

Melissa Whittemore
Supervising Environmental Planner
Rincon Consultants, Inc.
Submitted Via email: mwhittemore@rinconconsultants.com

TRAFFIC AND VMT STUDY FOR THE VENTURA PORT DISTRICT PARCELS 14 & 20 REDEVELOPMENT PROJECT

Associated Transportation Engineers (ATE) has prepared the following traffic and VMT study for the Ventura Port District Parcels 14 & 20 Redevelopment Project, proposed in the Ventura Harbor area of the City of Ventura.

We appreciate the opportunity to assist you with the Project.

Associated Transportation Engineers

Scott A. Schell
Principal Transportation Planner

CONTENTS

INTRODUCTION 1

PROJECT DESCRIPTION 1

EXISTING CONDITIONS 1

 Street Network 1

 Existing Intersection Operations 5

TRAFFIC POLICY STANDARDS..... 7

 City of Ventura 7

PROJECT-SPECIFIC ANALYSIS 7

 Project Trip Generation 7

PROJECT TRIP DISTRIBUTION 8

EXISTING + PROJECT ANALYSIS 8

 Existing + Project Intersection Operations..... 8

CUMULATIVE ANALYSIS 11

 Cumulative + Project Intersection Operations 11

SITE ACCESS 14

VEHICLE MILES TRAVELED (CEQA ANALYSIS)..... 14

 VMT Analysis – Retail..... 15

 VMT Analysis – Office..... 15

 VMT Analysis – Recreational (Boat Slips) 15

STUDY PARTICIPANTS AND REFERENCES..... 17

TECHNICAL APPENDIX..... 18

TABLES

Table 1	Existing Levels of Service	5
Table 2	Project Trip Generation Estimates.....	7
Table 3	Project Trip Distribution	8
Table 4	Existing + Project AM Levels of Service	8
Table 5	Existing + Project PM Levels of Service	8
Table 6	Cumulative + Project AM Levels of Service.....	11
Table 7	Cumulative + Project PM Levels of Service.....	11

FIGURES

Figure 1	Project Site Location	2
Figure 2	Project Site Plan	3
Figure 3	Existing Street Network.....	4
Figure 4	Existing Traffic Volumes.....	6
Figure 5	Project Trip Distribution and Assignment	9
Figure 6	Existing + Project Traffic Volumes	10
Figure 7	Cumulative Traffic Volumes.....	12
Figure 8	Cumulative + Project Traffic Volumes.....	13

INTRODUCTION

The following report contains an analysis of the potential traffic effects associated with the Ventura Port District Parcels 14 & 20 Redevelopment Project (the “Project”), located in the Ventura Harbor area of the City of Ventura. The study evaluates the Existing + Project and Cumulative + Project traffic conditions in order to determine the Project’s consistency with the City’s transportation policies; and determines the Project’s potential CEQA traffic impacts based on the City’s “Vehicle Miles Traveled” (VMT) impact criteria adopted under Senate Bill (SB) 743.

PROJECT DESCRIPTION

The Project site is located on the west side of Anchors Way north of Schooner Drive. Figure 1 shows the location of the Project site within the City. Figure 2 presents the Project site plan. The site is currently occupied by a boatyard office and store, restaurant, fuel and bait shop, and the marina. The Project is proposing to redevelop the site to increase the number of marina slips from 32 to 74 (increase of 42 slips). The Project is also proposing to construct a new two-story mixed-use building consisting of 1,500 SF of retail and 2,200 SF of office space. The fuel dock would include a new 512 SF retail structure with four new bait tanks. The Project dock would also include a new 384 SF floating tow boat office parked in the dock. Access to the Project site would be provided via 4 existing driveways on Anchors Way.

EXISTING CONDITIONS

Street Network

The Project site is served by a network of arterial and collector streets as shown on Figure 3. The following text provides a brief discussion of the major components of the study-area street network.

Harbor Boulevard, located east of the Project site, is a 4-lane arterial roadway extending south from Main Street (Seaside Park) to its terminus at Ocean Drive. Harbor Boulevard provides access to the site via its connection to Schooner Drive.

Schooner Drive, located east of the Project site, is a 2- and 4-lane collector street that extends west from Harbor Boulevard to its terminus at Navigator Drive where it becomes Puerto Place. Schooner provides access to the site via its connection to Anchors Way.

Anchors Way, located on the east side of the Project site, is a two-lane collector street that extends north from Schooner Drive to its terminus at Arundell Barranca where it becomes Beachmont Street.

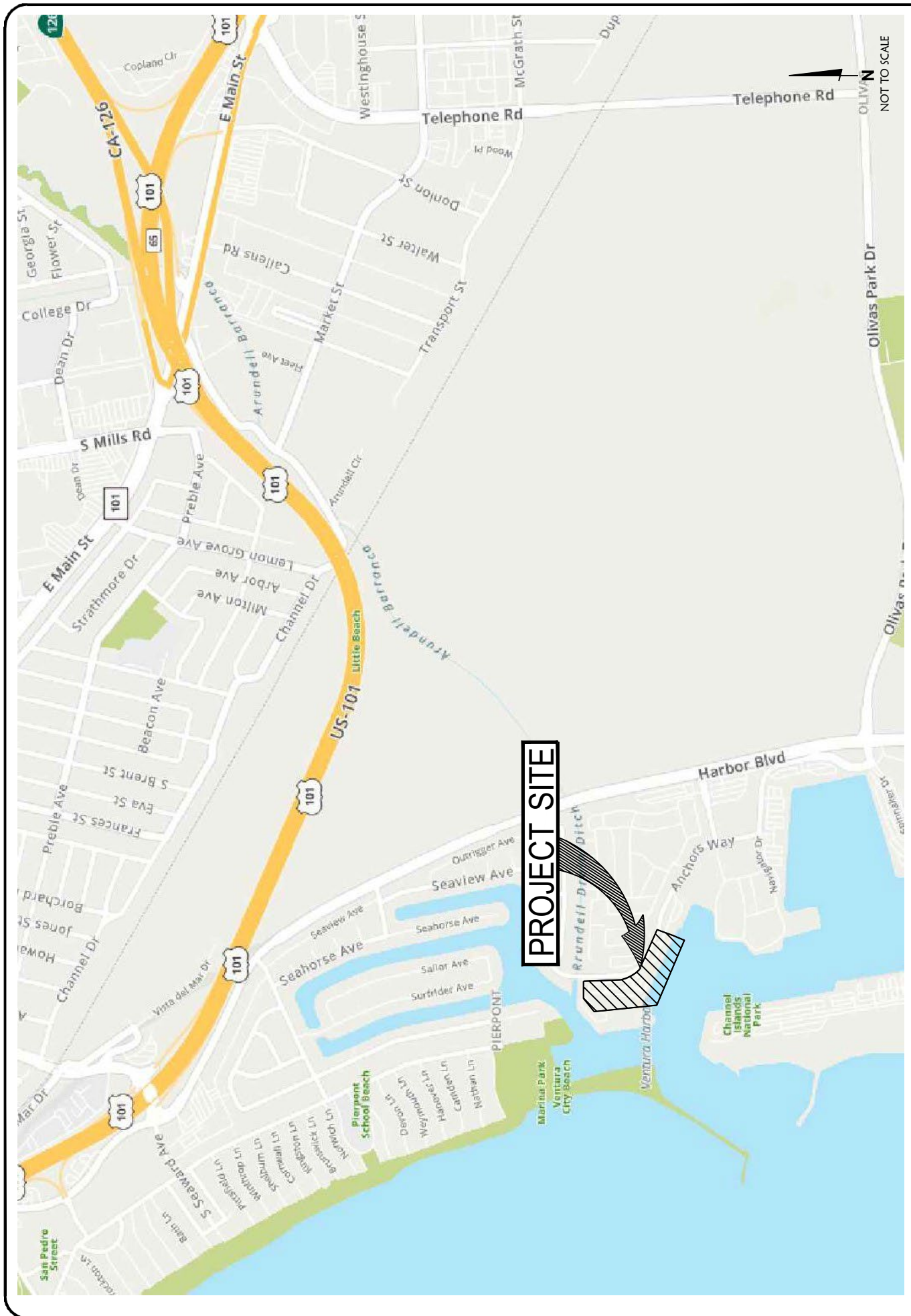


FIGURE 1

PROJECT SITE LOCATION

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FIGURE 2

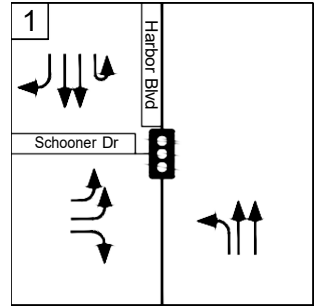
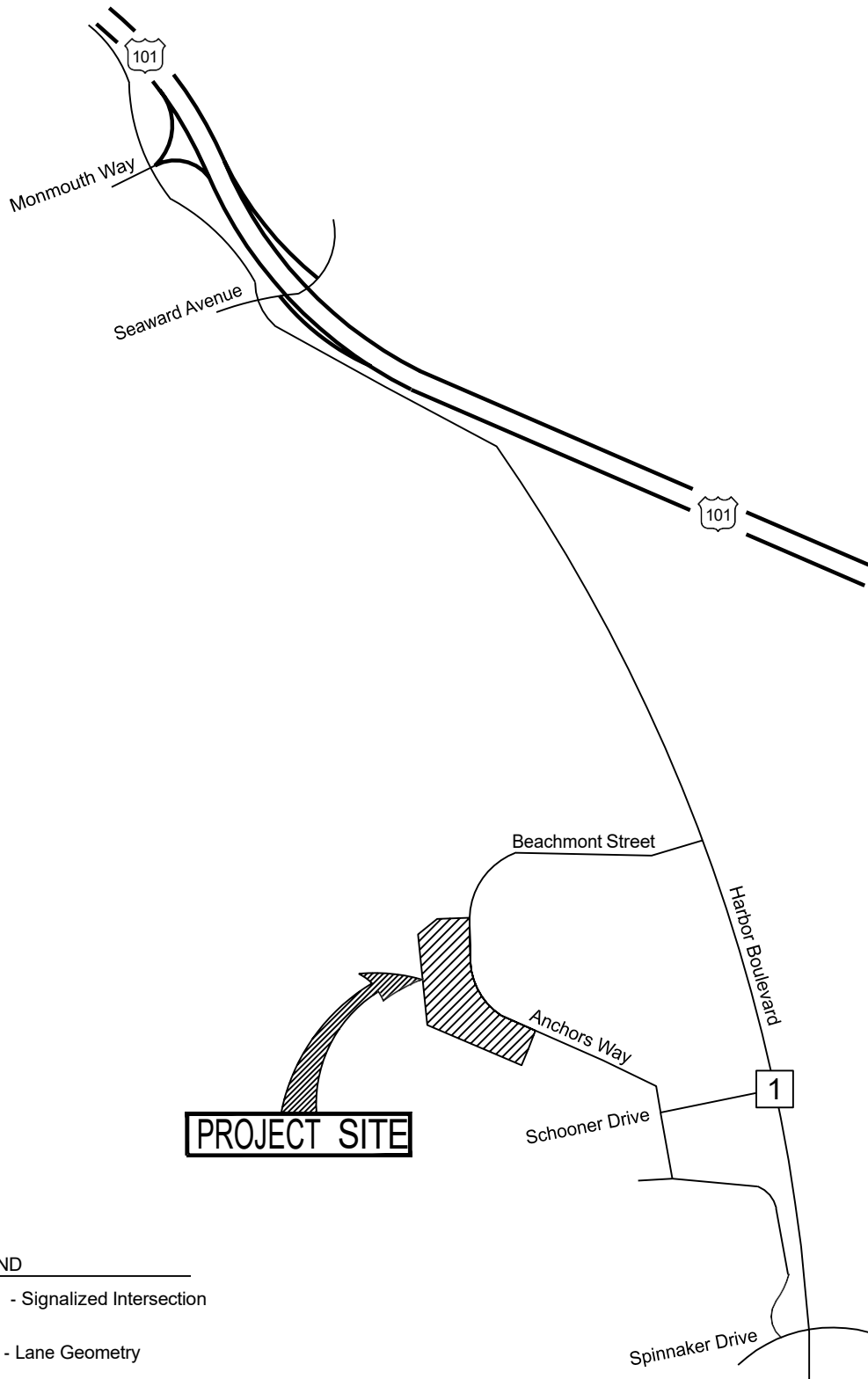
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PROJECT SITE PLAN



PROPOSED SITE PLAN

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LEGEND

-  - Signalized Intersection
-  - Lane Geometry



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EXISTING STREET NETWORK

FIGURE 3

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Existing Intersection Operations

Traffic flow on street networks is generally most constrained at intersections, therefore detailed traffic flow analyses focus on the operating conditions of critical intersections during peak travel periods. "Levels of Service" (LOS) A through F are used to rate intersection operations, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in the Technical Appendix).

The City of Ventura considers LOS E as the acceptable standard at freeway interchange intersections and LOS D as the acceptable standard at the Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City's circulation system. The City considers LOS C as the acceptable standard for non-Principal intersections, except for those that are located on the CMP¹ network, where LOS E is the acceptable standard.

Figure 4 shows the existing AM and PM peak hour traffic volumes for the Harbor Boulevard/Schooner Drive intersection. Existing traffic volumes were collected at the intersection in March 2022 (see Technical Appendix for count data).

Levels of service for the signalized intersection was calculated using the intersection capacity utilization (ICU) methodology, which is the method adopted by the City. Table 1 lists the existing traffic control and levels of service for the Harbor Boulevard/Schooner Drive intersection.

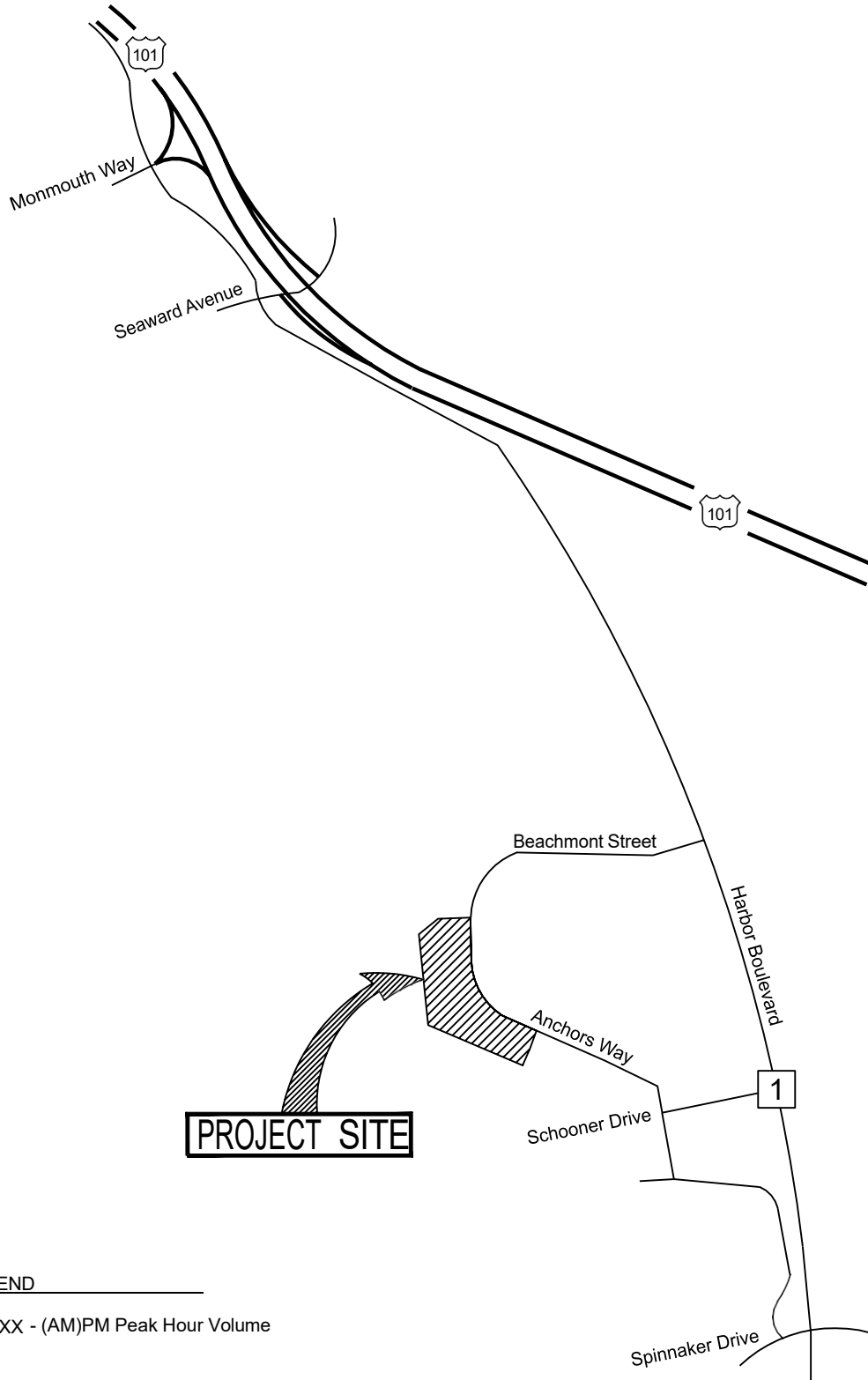
**Table 1
Existing Levels of Service**

Intersection	Traffic Control	Existing Delay and LOS	
		AM Peak Hour	PM Peak Hour
Harbor Boulevard/Schooner Drive	Signalized	0.45 sec./LOS A	0.50 sec./LOS A

The data presented in Table 1 show that the Harbor Boulevard/Schooner Drive intersection currently operates at LOS A during the AM and PM peak hours, which meet the City's LOS D standard.

¹ 2004-2005 Ventura County Congestion Management Program, Ventura County Transportation Commission, 2005.

1	1107(675) 80(59)	200 ↓	↑ 1035,868
	76(76) 52(19)		



LEGEND

←(XX) XX - (AM)PM Peak Hour Volume



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EXISTING TRAFFIC VOLUMES

FIGURE 4

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TRAFFIC POLICY STANDARDS

The City thresholds are based on the policies and standards contained in the 2005 Ventura General Plan EIR. These thresholds are reviewed below.

City of Ventura

As mentioned previously, the City of Ventura considers LOS E as the acceptable standard at freeway interchange intersections and LOS D as the acceptable standard at the Principal Intersections within the City. Principal Intersections are intersections that are regularly monitored by the City as a gauge of the operation of the City's circulation system. The City considers LOS C as the acceptable standard for non-Principal intersections, except for those that are located on the CMP network, where LOS E is the acceptable standard. Harbor Boulevard is considered a Principal Intersection, therefore LOS D is the acceptable standard by the City.

PROJECT-SPECIFIC ANALYSIS

Project Trip Generation

Trip generation estimates were calculated for the Project using the rates presented in the Institute of Transportation Engineers (ITE) Trip Generation manual.² The rates for Strip Retail Plaza (Land Use #822), Small Office Building (Land Use #712), Marina (Land Use #420), and Sporting Goods store (Land Use #861) were used for the analysis. Worksheets showing the detailed calculations are contained in the Technical Appendix. Table 2 presents the trip generation estimates developed for the Project.

Table 2
Project Trip Generation Estimates

Land Use	Size	ADT		AM Peak Hour		PM Peak Hour	
		Rate	Trips	Rate	Trips	Rate	Trips
Retail (a)	1,500 SF	54.45	82	2.36	4	6.59	10
Office (b)	2,200 SF	14.39	32	1.67	4	2.16	5
Slips (c)	42 Berths	2.41	101	0.07	3	0.21	9
Fuel and Bait Office (d)	512 SF	23.78	12	0.48	0	0.82	0
Tow Boat Office (b)	384 SF	14.39	6	1.67	1	2.16	1
Total			233		12		25

- (a) Trip generation estimates developed based on ITE rates for Strip Retail Plaza (Land Use #822)
- (b) Trip generation estimates developed based on ITE rates for Small Office Building (Land Use #712)
- (c) Trip generation estimates developed based on ITE rates for Marina (Land Use #420)
- (d) Trip generation estimates developed based on ITE rates for Sporting Goods store (Land Use #861)

² Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

As shown in Table 2, the Project is forecast to generate 233 average daily trips (ADT), 12 AM peak hour trips (PHT), and 25 PM PHT.

PROJECT TRIP DISTRIBUTION

The trip distribution pattern for the Project was developed based on existing traffic patterns observed in the study-area and consideration of the land uses in the surrounding area. Table 3 presents the trip distribution analysis completed for the Project. Figure 5 illustrates the trip distribution and assignment for the Project.

**Table 3
Project Trip Distribution**

Origin/Destination	Direction	Percentage
Harbor Boulevard	North	70%
	South	30%
Total		100%

EXISTING + PROJECT ANALYSIS

Existing + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Existing + Project traffic volumes shown on Figure 6. Tables 4 and 5 compare the Existing and Existing + Project levels of service and identify the Project’s consistency with the City intersection standards.

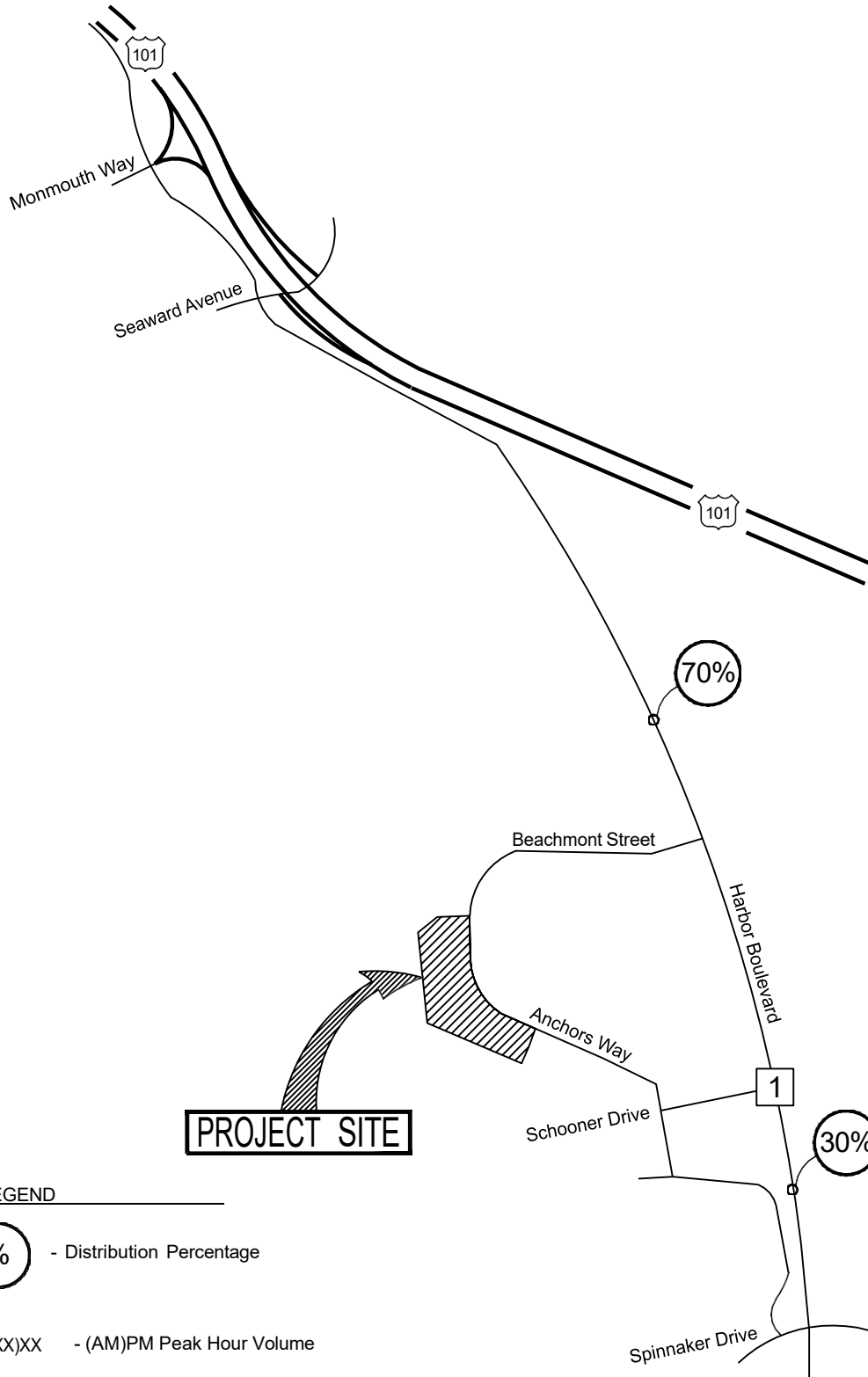
**Table 4
Existing + Project AM Levels of Service**

Intersection	LOS		Consistent?
	Existing	Existing + Project	
Harbor Boulevard/Schooner Drive	0.45 sec./LOS A	0.45 sec./LOS A	Yes

**Table 5
Existing + Project PM Levels of Service**

Intersection	LOS		Consistent?
	Existing	Existing + Project	
Harbor Boulevard/Schooner Drive	0.50 sec./LOS A	0.51 sec./LOS A	Yes

1	
8(5)	
9(3)	← (2)A
4(2)	



LEGEND



- Distribution Percentage



- (AM)PM Peak Hour Volume



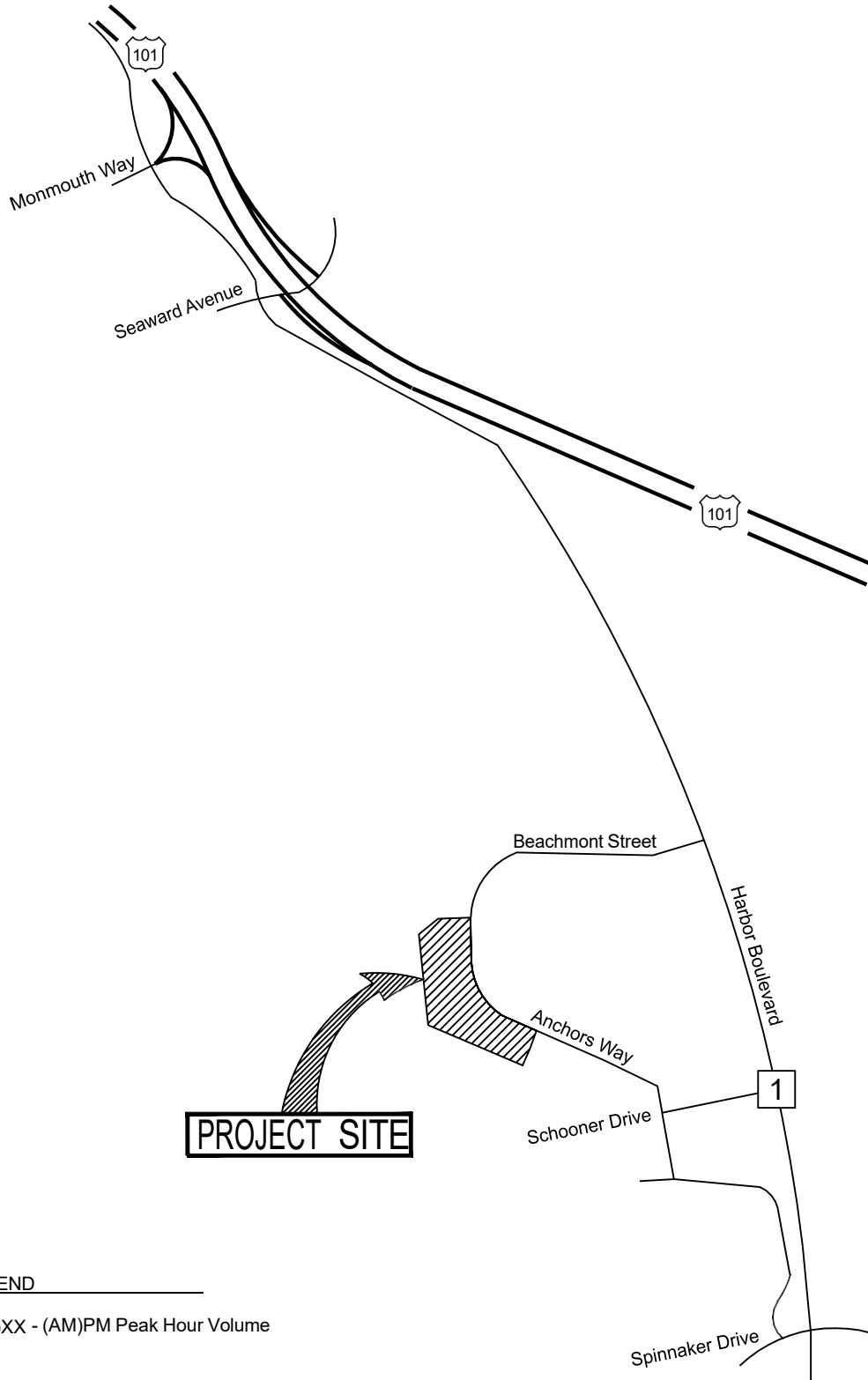
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PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

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1	1107(675) 88(64)	20(0)	↑ (1035), 868 ↓ (21), 43
	85(79)		



LEGEND

↳ (XX)XX - (AM)PM Peak Hour Volume



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EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

GM- ATE#22022

The data presented in Tables 5 and 6 show that the study area intersection would continue to operate acceptably at LOS A with the addition of Project traffic based on the ICU methodology, which would be consistent with the City's LOS D standard.

CUMULATIVE ANALYSIS

Cumulative traffic volumes were forecast for the study-area intersection assuming development of the approved and pending projects located in the adjacent portions of the City (list of cumulative projects is contained in the Technical Appendix). The Cumulative traffic forecasts are shown in Figure 7 and the Cumulative + Project forecasts are shown in Figure 8.

Cumulative + Project Intersection Operations

Levels of service were calculated for the Harbor Boulevard/Schooner Drive intersection assuming the Cumulative and Cumulative + Project traffic volumes presented on Figures 7 and 8. Tables 6 and 7 compare the Cumulative and Cumulative + Project levels of service and identify the Project's consistency with the City intersection standards.

**Table 6
Cumulative + Project AM Levels of Service**

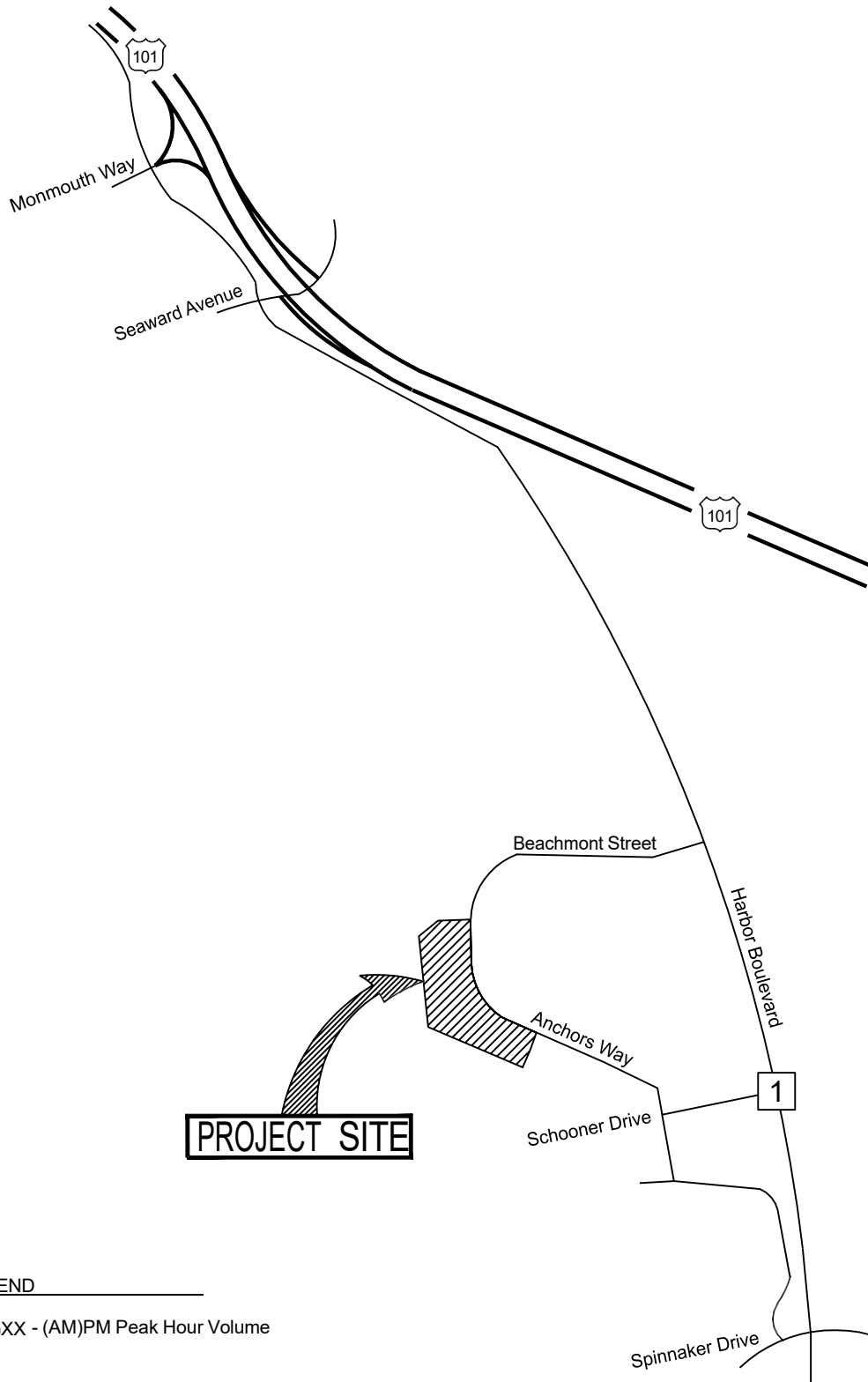
Intersection	LOS		Consistent?
	Cumulative	Cumulative + Project	
Harbor Boulevard/Schooner Drive	0.45 sec./LOS A	0.46 sec./LOS A	Yes

**Table 7
Cumulative + Project PM Levels of Service**

Intersection	LOS		Consistent?
	Cumulative	Cumulative + Project	
Harbor Boulevard/Schooner Drive	0.53 sec./LOS A	0.53 sec./LOS A	Yes

The data presented in Tables 6 and 7 show that the study area intersection would continue to operate acceptably at LOS A under Cumulative and Cumulative + Project conditions based on the ICU methodology, which would be consistent with the City's LOS D standard.

1	1114(681) 129(80)	2(0)	↑ (1043),882
	125(90)		



LEGEND

↳(XX)XX - (AM)PM Peak Hour Volume



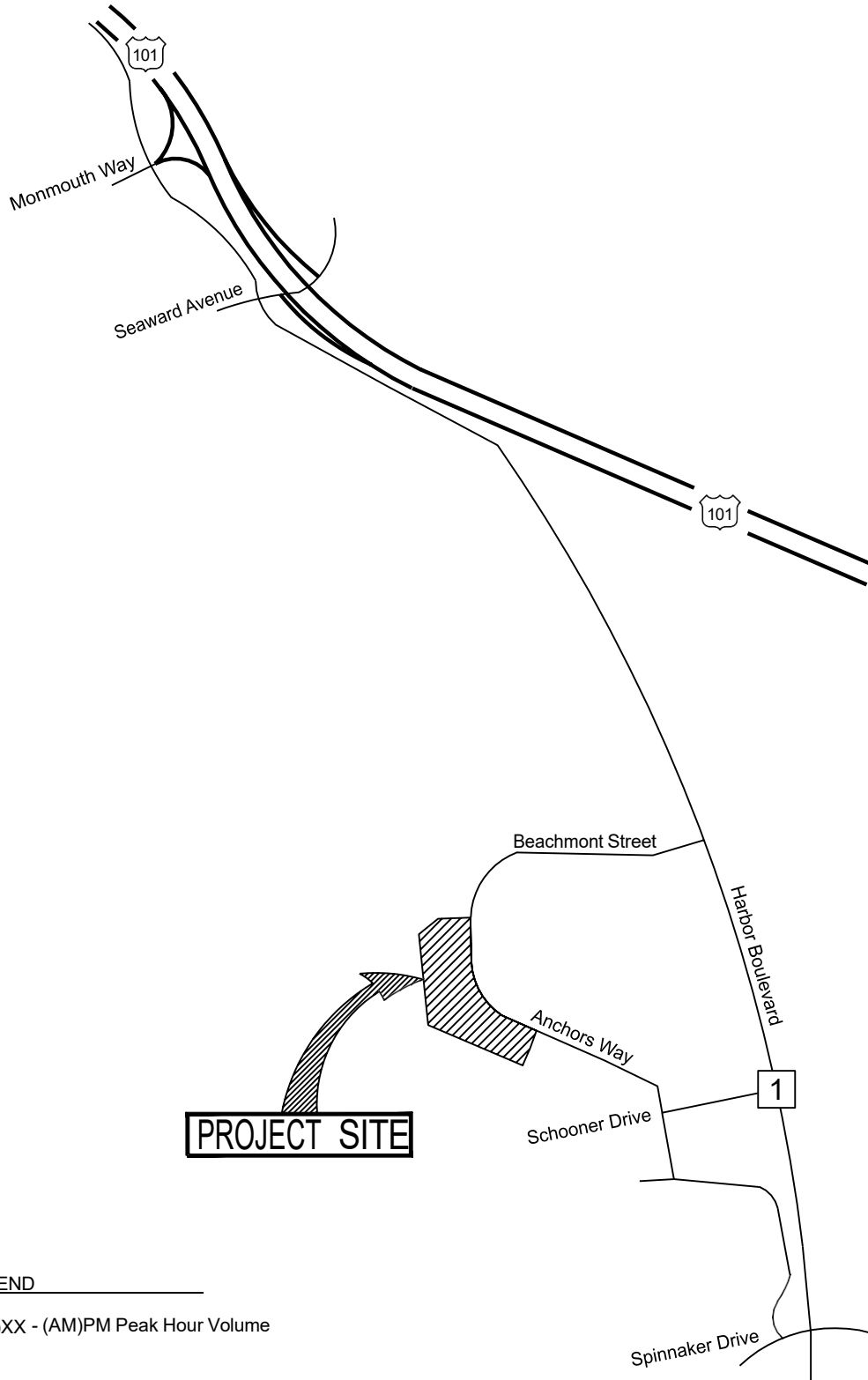
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CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

GM- ATE#22022

1	1114(681) 137(85)	2(0)	↑ (1043)882
	134(93)		



LEGEND

←(XX)XX - (AM)PM Peak Hour Volume



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CUMULATIVE + PROJECT TRAFFIC VOLUMES

FIGURE 8

GM- ATE#22022

SITE ACCESS

As shown in Figure 2, access to the Project would be provided via 4 existing driveways on Anchors Way. All 4 driveways have full access (left- and right-turns) inbound. Traffic exiting the driveways is restricted to right-turns with the existing median channelization. The westerly driveway would be utilized for the boat repair yard, boat storage, and the new two-story building. The remaining driveways would be utilized for the marina slips within parcel 14. Given the low volume of existing traffic on Anchors Way and the proposed traffic volumes forecast for the Project driveways, the driveways are expected to operate in the LOS A – B range with minimal queues and delays.

VEHICLE MILES TRAVELED (CEQA ANALYSIS)

The State of California, in compliance with Senate Bill 743, has developed a new set of CEQA guidelines and thresholds for transportation impacts that are based on a Vehicle Miles Traveled (VMT) metric rather than a Level of Service (LOS) metric. The State's Natural Resource Agency Updated Guidelines for the Implementation of the CEQA adopted in 2018, have designated VMT as the most appropriate measure of transportation impacts. "Vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. For land use projects, vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant 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 (VCTC) traffic model for Ventura County and the following VMT thresholds published by the State.



Criteria For Mixed-Use Developments

The California Governor's Office of Planning and Research (OPR) published a technical advisory that includes recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures³:

"Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included."

The Project includes a mix of retail, office and recreational (boat slips) uses thus each component of the Project is analyzed separately.

³ [Technical Advisory on Evaluating Transportation Impacts in CEQA](#), Governor's Office of Planning and Research, December 2018.

VMT Analysis – Retail

The potential VMT impacts associated with the retail portion of the Project are reviewed below.

Screening Criteria

“Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-specific information, such as market studies or economic impacts analyses that might bear on customers’ travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a project will likely be local serving. Generally, however, retail commercial development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.”

The commercial portion (retail and fuel and bait office) of the Project includes 2,012 SF which is less than 50,000 SF, thus a VMT analysis is not required.

VMT Analysis – Office

The potential VMT impacts associated with the commercial portion of the Project are reviewed below.

Screening Criteria

The following screening criteria is provided in the OPR technical advisory for small projects:

“Small Projects - Projects that generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to nonresidential projects of 10,000 square feet or less and residential projects of 20 units or less.”

The trip generation analysis completed for the Project (see Table 2) determined that the office portion of the Project is forecast to generate 38 average daily trips. This component of the Project would therefore be considered a “small project” and a VMT analysis is not required.

VMT Analysis – Recreational (Boat Slips)

The potential VMT impacts associated with the recreational (boat slips) component of the Project are reviewed below.

Screening Criteria

The following screening criteria is provided in the OPR technical advisory for small projects:

“Small Projects - Projects that generate or attract fewer than 110 trips per day. Based on research for small project triggers, this may equate to nonresidential projects of 10,000 square feet or less and residential projects of 20 units or less.”

The trip generation analysis completed for the Project (see Table 2) determined that the boat slips portion of the Project is forecast to generate 101 average daily trips. This component of the Project would therefore be considered a “small project” and a VMT analysis is not required.

■ ■ ■

STUDY PARTICIPANTS AND REFERENCES

Associated Transportation Engineers

Scott A. Schell, Principal Planner
Glenn Manaois, Transportation Engineer I

References

2004-2005 Ventura County Congestion Management Program, Ventura County Transportation Commission, 2005.

Trip Generation, Institute of Transportation Engineers, 11th Edition, 2021.

Persons Contacted

Brian Pendleton, Ventura Harbor
Todd Mitchell, Ventura harbor

TECHNICAL APPENDIX

CONTENTS:

LEVEL OF SERVICE DEFINITIONS

TRAFFIC COUNT DATA

PROJECT TRIP GENERATION CALCULATIONS

CUMULATIVE PROJECT DATA

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference 1 – Harbor Boulevard/Schooner Drive

LEVEL OF SERVICE DEFINITIONS



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Signalized Intersection Level of Service Definitions

LOS	Delay (a)	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

(a) Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM¹ uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

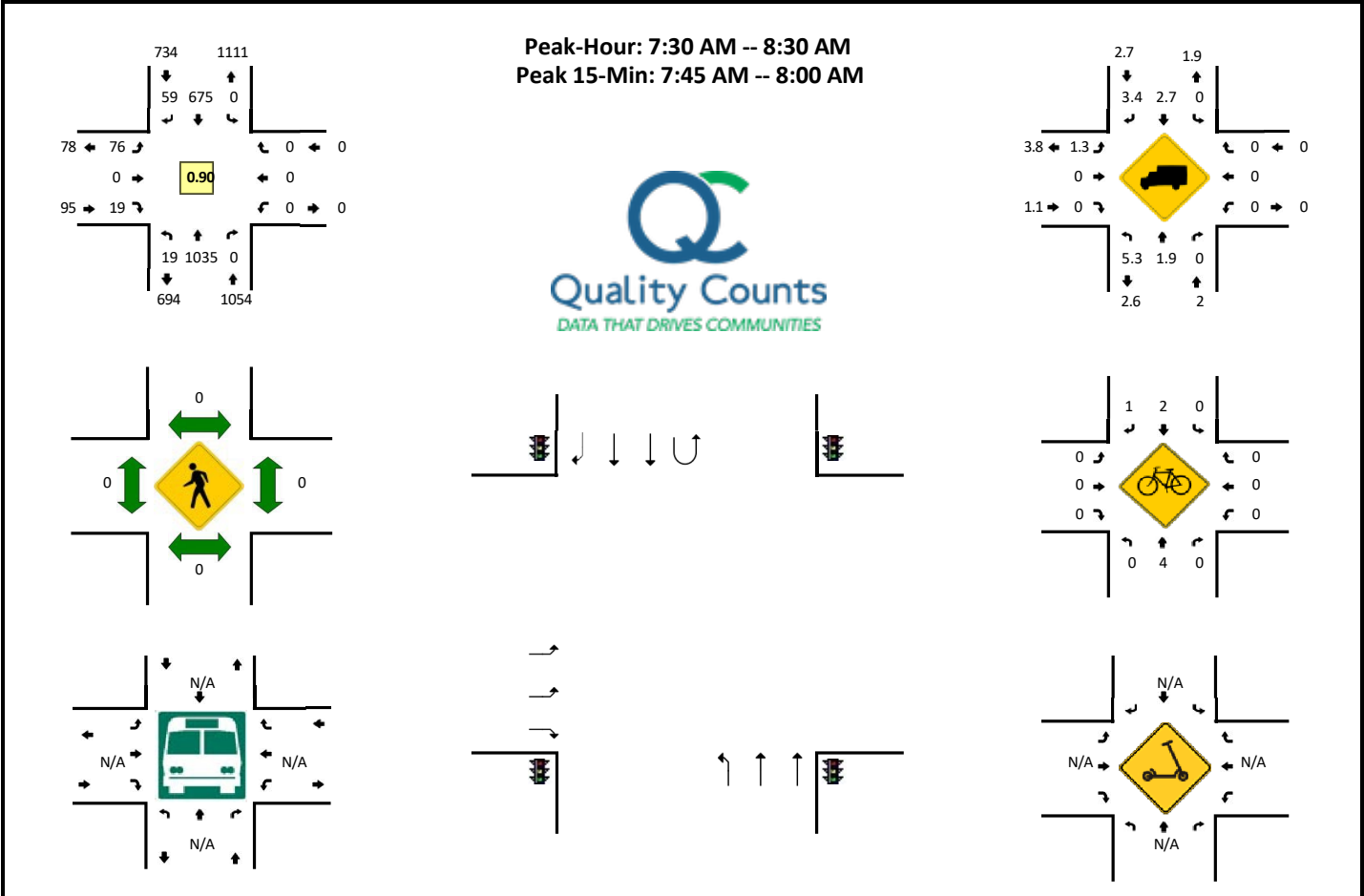
LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

¹ Highway Capacity Manual, National Research Board, 2016.

TRAFFIC COUNT DATA

LOCATION: E Harbor Blvd -- Schooner Dr
CITY/STATE: San Buenaventura (Ventura), CA

QC JOB #: 15728307
DATE: Thu, Mar 10 2022



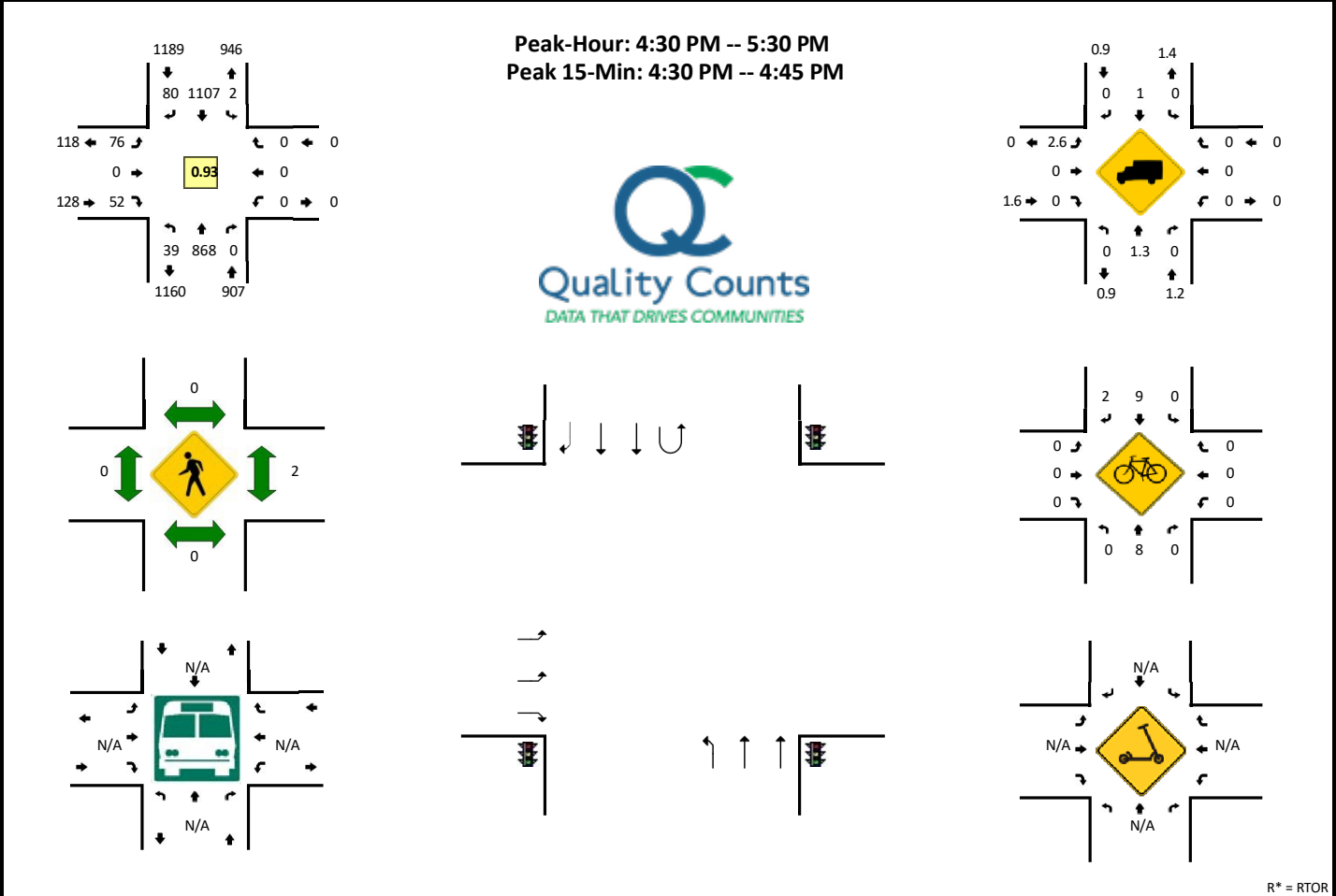
R* = RTOR

15-Min Count Period Beginning At	E Harbor Blvd (Northbound)					E Harbor Blvd (Southbound)					Schooner Dr (Eastbound)					Schooner Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
7:00 AM	4	156	0	0	0	0	113	12	0	0	16	0	2	0	2	0	0	0	0	0	305	
7:15 AM	6	203	0	0	0	0	127	11	0	0	18	0	2	0	4	0	0	0	0	0	371	
7:30 AM	5	244	0	0	0	0	166	10	0	1	15	0	0	0	3	0	0	0	0	0	444	
7:45 AM	5	301	0	0	0	0	173	18	0	1	24	0	1	0	2	0	0	0	0	0	525	1645
8:00 AM	3	259	0	0	0	0	181	21	0	1	21	0	0	0	6	0	0	0	0	0	492	1832
8:15 AM	6	231	0	0	0	0	155	6	0	1	16	0	0	0	7	0	0	0	0	0	422	1883
8:30 AM	12	204	0	0	0	0	132	16	0	0	23	0	3	0	3	0	0	0	0	0	393	1832
8:45 AM	6	184	0	0	0	0	126	19	0	2	30	0	3	0	8	0	0	0	0	0	378	1685
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	20	1204	0	0	0	0	692	76	0	4	96	0	12	0	8	0	0	0	0	0	2112	
Heavy Trucks	0	12	0	0	0	0	32	0	0	0	0	0	0	0	0	0	0	0	0	0	44	
Buses																					0	
Pedestrians		0					0					0					0				0	
Bicycles	0	4	0			0	0	0			0	0	0			0	0	0			4	
Scooters																						

Comments:

LOCATION: E Harbor Blvd -- Schooner Dr
CITY/STATE: San Buenaventura (Ventura), CA

QC JOB #: 15728308
DATE: Thu, Mar 10 2022



R* = RTOR

15-Min Count Period Beginning At	E Harbor Blvd (Northbound)					E Harbor Blvd (Southbound)					Schooner Dr (Eastbound)					Schooner Dr (Westbound)					Total	Hourly Totals
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
4:00 PM	5	190	0	0	0	0	256	30	0	2	23	0	4	0	7	0	0	0	0	0	517	
4:15 PM	9	201	0	1	0	0	267	24	0	1	16	0	7	1	4	0	0	0	0	0	531	
4:30 PM	14	233	0	1	0	0	285	12	1	7	21	0	4	0	18	0	0	0	0	0	596	
4:45 PM	8	204	0	0	0	0	278	18	1	4	15	0	7	0	6	0	0	0	0	0	541	2185
5:00 PM	12	224	0	0	0	0	260	16	0	3	17	0	3	0	7	0	0	0	0	0	542	2210
5:15 PM	4	207	0	0	0	0	284	19	0	1	23	0	4	0	3	0	0	0	0	0	545	2224
5:30 PM	8	188	0	0	0	0	255	16	3	1	17	0	3	0	6	0	0	0	0	0	497	2125
5:45 PM	11	173	0	1	0	0	217	31	0	2	17	0	0	0	6	0	0	0	0	0	458	2042
Peak 15-Min Flowrates	Northbound					Southbound					Eastbound					Westbound					Total	
	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*	Left	Thru	Right	U	R*		
All Vehicles	56	932	0	4	0	0	1140	76	4	28	84	0	88	0	72	0	0	0	0	0	2484	
Heavy Trucks	0	8	0			0	16	0			0	0	0			0	0	0			24	
Buses																					0	
Pedestrians		0					0					0					0				0	
Bicycles	0	12	0			0	4	8			0	0	0			0	0	0			24	
Scooters																						

Comments:

PROJECT TRIP GENERATION CALCULATIONS

**Associated Transportation Engineers #22022
Trip Generation Worksheet**

VENTURA PORT DISTRICT PARCELS 14 & 20 REDEVELOPMENT PROJECT

Use	Size		ADT		AM PEAK HOUR				PM PEAK HOUR							
			Rate	Trips	Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
PROPOSED																
Retail (a)	1,500	SF	54.45	82	2.36	4	60%	2	40%	2	6.59	10	50%	5	50%	5
Office (b)	2,200	SF	14.39	32	1.67	4	82%	3	18%	1	2.16	5	34%	2	66%	3
Slips (c)	42	Berths	2.41	101	0.07	3	33%	1	67%	2	0.21	9	60%	5	40%	4
Fuel and Bait Office (d)	512	SF	23.78	12	0.48	0	78%	0	22%	0	0.82	0	46%	0	54%	0
Tow Boat Office (b)	384	SF	14.39	6	1.67	1	82%	1	18%	0	2.16	1	34%	0	66%	1
Subtotals				233		12		7		5		25		12		13

- (a) Trip generation based on ITE rates for Strip Retail Plaza (ITE #822).
- (b) Trip generation based on ITE rates for Small Office Building (ITE #712).
- (c) Trip generation based on ITE rates for Marina (ITE #420).
- (d) Trip generation based on ITE rates for Sporting Goods Superstore (ITE #861).

CUMULATIVE PROJECT DATA

**Associated Transportation Engineers
Pending and Approved Projects - Trip Generation Worksheet**

VENTURA HARBOR PARCELS 20 & 14 REDEVELOPMENT PROJECT - CUMULATIVE LIST (#22022)														
Land-Use	Size		AM Peak						PM Peak					
			Rate	Trips	In %	Trips	Out %	Trips	Rate	Trips	In %	Trips	Out %	Trips
MARIOTT-RESIDENCE INN (a)	125	Rooms	0.46	58	56%	32	44%	26	0.59	74	51%	38	49%	36
SONDERMANN-RING - COMMERCIAL (b)	21,300	SF	2.36	50	60%	30	40%	20	6.59	140	50%	70	50%	70
PUBLIC WORKS STORAGE BUILDING (c)	10,616	SF	0.17	2	77%	2	23%	0	0.18	2	28%	1	72%	1
HALEY POINT (d)	72	DU	0.40	29	24%	7	76%	22	0.51	37	63%	23	37%	14
ANASTASI MIXED-USE APARTMENTS (e)	96	DU	-	38	-	9	-	29	-	49	-	31	-	18
ANASTASI MIXED-USE RESTAURANT (e)	2,500	SF	-	24	-	13	-	11	-	23	-	14	-	9
ANASTASI MIXED-USE RETAIL (e)	16,255	SF	-	28	-	17	-	11	-	84	-	41	-	43

(a) Trip generation rate derived from ITE Trip Generation Manual - Hotel (#310).
 (b) Trip generation rate derived from ITE Trip Generation Manual - Strip Retail Plaza (#822).
 (c) Trip generation rate derived from ITE Trip Generation Manual - Warehousing (#150).
 (d) Trip generation rate derived from ITE Trip Generation Manual - Multifamily Housing (Low-Rise) (#220).
 (e) Traffic, Circulation, and Parking Study, ATE, October 2022

INTERSECTION LEVEL OF SERVICE CALCULATION WORKSHEETS

Reference I – Harbor Boulevard/Schooner Drive

#22022 - VENTURA PORT DISTRICT PARCELS 14 & 20 REDEVELOPMENT PROJECT

REF: 01_AM

INTER-INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 3/10/22
 TIME PERIOD: AM PEAK HOUR
 N/S STREET: HARBOR BOULEVARD
 E/W STREET: SCHOONER DRIVE
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	19	1035	0	0	675	59	76	0	19	0	0	0
(B)	2	0	0	0	0	5	3	0	2	0	0	0
(C)	27	1043	0	0	681	80	90	0	24	0	0	0

GEOMETRICS

EAST BOUND

LANE GEOMETRICS

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
 SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
 SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	19	21	27	29	0.012	0.013	0.017	0.018
NBT	2	3200	1035	1035	1043	1043	0.323 *	0.323 *	0.326 *	0.326 *
NBR (a)	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	0	0	0	0	0.000 *	0.000 *	0.000 *	0.000 *
SBT	2	3200	675	675	681	681	0.211	0.211	0.213	0.213
SBR (b)	1	1600	59	64	80	85	0.037	0.040	0.050	0.053
EBL	2	3200	76	79	90	93	0.024 *	0.025 *	0.028 *	0.029 *
EBT	0	0	0	0	0	0	-	-	-	-
EBR (c)	1	1600	19	21	24	26	0.012	0.013	0.015	0.016
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR (d)	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.447	0.448	0.454	0.455
SCENARIO LEVEL OF SERVICE:							A	A	A	A

NOTES:

RTOR: (a)
 (b)
 (c)
 (d)

Printed: 12/19/22

EXISTING: <---- THIS COMPARES TO CONDITION (A)
 SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
 SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
 SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

#22022 - VENTURA PORT DISTRICT PARCELS 14 & 20 REDEVELOPMENT PROJECT

REF: 01_PM

INTER-INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: 3/10/22
 TIME PERIOD: PM PEAK HOUR
 N/S STREET: HARBOR BOULEVARD
 E/W STREET: SCHOONER DRIVE
 CONTROL TYPE: SIGNAL

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND			SOUTH BOUND			EAST BOUND			WEST BOUND		
	L	T	R	L	T	R	L	T	R	L	T	R
(A) EXISTING:	39	868	0	2	1107	80	76	0	52	0	0	0
(B)	4	0	0	0	0	8	9	0	4	0	0	0
(C)	57	882	0	2	1114	129	125	0	70	0	0	0

GEOMETRICS

EAST BOUND

LANE GEOMETRICS

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
 SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
 SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES				SCENARIO V/C RATIOS			
			1	2	3	4	1	2	3	4
NBL	1	1600	39	43	57	61	0.024 *	0.027 *	0.036 *	0.038 *
NBT	2	3200	868	868	882	882	0.271	0.271	0.276	0.276
NBR (a)	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	2	2	2	2	0.001	0.001	0.001	0.001
SBT	2	3200	1107	1107	1114	1114	0.346 *	0.346 *	0.348 *	0.348 *
SBR (b)	1	1600	80	88	129	137	0.050	0.055	0.081	0.086
EBL	2	3200	76	85	125	134	0.024	0.027	0.039	0.042
EBT	0	0	0	0	0	0	-	-	-	-
EBR (c)	1	1600	52	56	70	74	0.033 *	0.035 *	0.044 *	0.046 *
WBL	0	0	0	0	0	0	-	-	-	-
WBT	0	0	0	0	0	0	-	-	-	-
WBR (d)	0	0	0	0	0	0	-	-	-	-
LOST TIME:							0.100 *	0.100 *	0.100 *	0.100 *
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.503	0.508	0.528	0.532
SCENARIO LEVEL OF SERVICE:							A	A	A	A

NOTES:

RTOR: (a)
 (b)
 (c)
 (d)

Printed: 12/19/22

EXISTING: <---- THIS COMPARES TO CONDITION (A)
 SCENARIO 1 = EXISTING VOLUMES (A)
 SCENARIO 2 = EXISTING + PROJECT VOLUMES(A+B)
 SCENARIO 3 = SHORT-TERM CUMULATIVE (C)
 SCENARIO 4 = SHORT-TERM CUMULATIVE + PROJECT VOLUMES (B+C)