

RESOLUTION NO. 2016-049

**A RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF SAN BUENAVENTURA, CALIFORNIA,
INITIATING PROCEEDINGS FOR ANNEXATION
AND REORGANIZATION OF TERRITORY FOR THE
VANONI-NORTHBANK PROJECT**

**PROJ-6270
CASE NO. ANEX-6-13-16560 & EIR-6-1-16562**

NOW, THEREFORE, the City Council of the City of San Buenaventura does hereby resolve, find, determine and order as follows:

SECTION 1: An application (Case No. ANEX-6-13-16560) has been filed by Northbank Ventures, LLC, to initiate reorganization proceedings for an approximately 25-acre property located approximately 1,000 feet south of Telephone Road and directly east of the terminus of North Bank Drive and comprised of a portion of Lot 86 of the Rancho Santa Paula Y Saticoy as per map recorded in Book "A", Page 290 Miscellaneous Records (Maps) and is commonly referred to as APN 128-0-060-125 and APN 128-0-060-145, that is currently located inside the City Sphere of Influence, in conjunction with the Northbank Vanoni Project ("Project"). This proposal is made, and it is requested that proceedings be undertaken pursuant to the Cortese/Knox/Hertzberg Local Government Reorganization Act of 2000, commencing with Section 56000 of the California Government Code:

- A. Annexation to the City of San Buenaventura of property identified as Assessor's Parcel Numbers 128-0-060-125, and -145.
- B. Annexation to the Ventura Port District of property identified as Assessor's Parcel Numbers 128-0-060-125, and -145.
- C. Detachment from the Ventura County Fire Protection District of property identified as Assessor's Parcel Numbers 128-0-060-125, and -145.
- D. Detachment from the Ventura County Resource Conservation District of property identified as Assessor's Parcel Numbers 128-0-060-125, and -145.
- E. Detachment from County Service Area 32 of property identified as Assessor's Parcel Number 128-0-060-125, and -145.
- F. Detachment from County Service Area 33 of property identified as Assessor's Parcel Number 128-0-060-125, and -145.

SECTION 2: A map of the affected territory is attached hereto and by reference incorporated here, labeled Annexation Case No. ANEX-6-13-16560 Exhibit "A."

SECTION 3: The reasons for the proposed reorganization are to provide municipal services and controls, including water supply, fire and police protection services, and land use and zoning for the affected territory and to remove this area from the special districts listed above.

SECTION 4: The California Environmental Quality Act of 1970 (CEQA) Guidelines Section 15164 (Addendum to an EIR or Negative Declaration) allows an addendum to be prepared when only minor technical changes, or changes which do not create new significant impacts, would result. This Addendum No.-2- 3 is for changes to EIR-2473 (dated and certified September 21, 2009) and available online at http://www.cityofventura.net/eastside_community for a Community Plan and Development Code for the Saticoy and Wells Area of City of Ventura, which was prepared pursuant to CEQA Guidelines 15162.

CEQA requires analysis of environmental impacts which could occur as a result of the project. For the proposed revisions to the approved project, an Addendum to the previously certified FEIR (EIR-2473) for the approved Saticoy and Wells Community Plan and Development Code can be prepared if the following applicable provisions of CEQA Guidelines Section 15164 can be met:

- (a) *The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.*

and

- (e) *a brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence*

An Addendum has been prepared to reflect changes and additions of the proposed Annexation (ANEX-6-13-16560), Tentative Tract Map (TTM-6-13-16559), Street Names (SNC-6-14-22535), Design Review Permit (DRC-6-13-16556), and Exemption (E-6-14-22534) because none of the applicable conditions of Section 15162, calling for a subsequent EIR or negative declaration, have occurred, as has been documented in the City's analysis and determination provided below. Specifically, under Section 15162(a), Subsequent EIRs, of the CEQA Guidelines states:

- (a) *When an EIR has been certified or a negative declaration adopted for the project, no subsequent EIR shall be prepared for that 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; 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 was certified as complete or the 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;*
 - (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; or*
 - (D) *Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effect on the environment, but the project proponents decline to adopt the mitigation measure or alternative.*

Based upon the City's analysis included within the proposed project's Addendum, no substantial changes or changed circumstances under which the proposed project is to be undertaken have been identified which would require major revisions of the previous EIR. No new significant environmental effects or

substantial increase in the severity of previously identified significant effects under the certified EIR-2473 have been found with the proposed project. Further, no new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-2473; nor would any impacts previously examined become substantially more severe than in the approved EIR-2473; nor have any mitigation measures or alternatives previously identified as infeasible become feasible and available to substantially reduce one or more significant effects than in the approved EIR-2473; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-2473. Although the Addendum does not materially change the previously certified EIR-2473, the document and its conclusions have been reviewed, considered, accepted and certified by the City Council based on the City Council's exercise of its independent judgment and review prior to project approval.

SECTION 5: On January 13, 2016 the Planning Commission forwarded an approval recommendation to the City Council to certify an Addendum to the Saticoy & Wells Community Plan and Code Environmental Impact Report and to initiate Annexation proceedings.

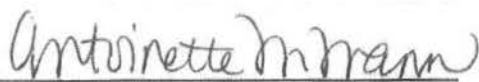
SECTION 6: The City Council finds that the property is located within the City's Sphere of Influence and that the proposal would be a logical and proper expansion of the City boundaries.

SECTION 7: Based on the above, the City Council hereby initiates Annexation proceedings for property described in Section 1 above and as shown on the area maps attached hereto as Exhibits "A."

PASSED AND ADOPTED this 19th day of September, 2016.

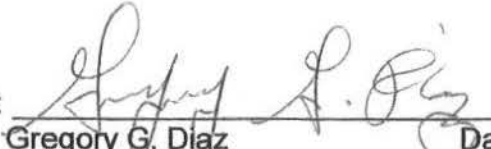

Erik Nasarenko, Mayor

ATTEST:


Antoinette M. Mann, MMC, CRM
City Clerk

A16-00144

APPROVED AS TO FORM
Gregory G. Diaz, City Attorney

By:  9/21/2016
Gregory G. Diaz Date
City Attorney

Attachments: Exhibit A – Annexation Case No. ANEX-3-13-15083

**CITY OF SAN BUENAVENTURA REORGANIZATION
VANONI-NORTHBANK
Case No. ANNEX-6-13-16560**

**ANNEXATION TO THE CITY OF SAN BUENAVENTURA
AND ANNEXATION TO THE VENTURA PORT DISTRICT
AND DETACHMENT FROM THE VENTURA COUNTY RESOURCE
CONSERVATION DISTRICT AND DETACHMENT FROM THE VENTURA
COUNTY FIRE PROTECTION DISTRICT AND DETACHMENT
FROM COUNTY SERVICE AREAS 32 & 33**

That portion of Lot 86 of Rancho Santa Paula Y Saticoy, as shown on the map recorded in Book A, Page 290 of Miscellaneous Records, in the Office of the County Recorder, in the County of Ventura, State of California, described as follows:

Beginning at the most westerly corner of Parcel 1, as described in the Quitclaim Deed, recorded on March 7, 2002, in Document No. 2002-0056962-00 of Official Records, in said Office of the County Recorder, said westerly corner being in the southeasterly line of Ventura County Transportation Commission property (formerly the Southern Pacific Railroad), 100.00 feet wide, said westerly corner also being the southeasterly terminus of the 16th course of the Wittenberg No. 3 Reorganization to the City of San Buenaventura, as shown on and described in the Certificate of Completion recorded on April 2, 2003 in Document No. 2003-0109517-00 of said Official Records; thence, along said southeasterly line of said Ventura County Transportation Commission property (formerly Southern Pacific Railroad) and the existing boundary of said City of San Buenaventura by the following course:

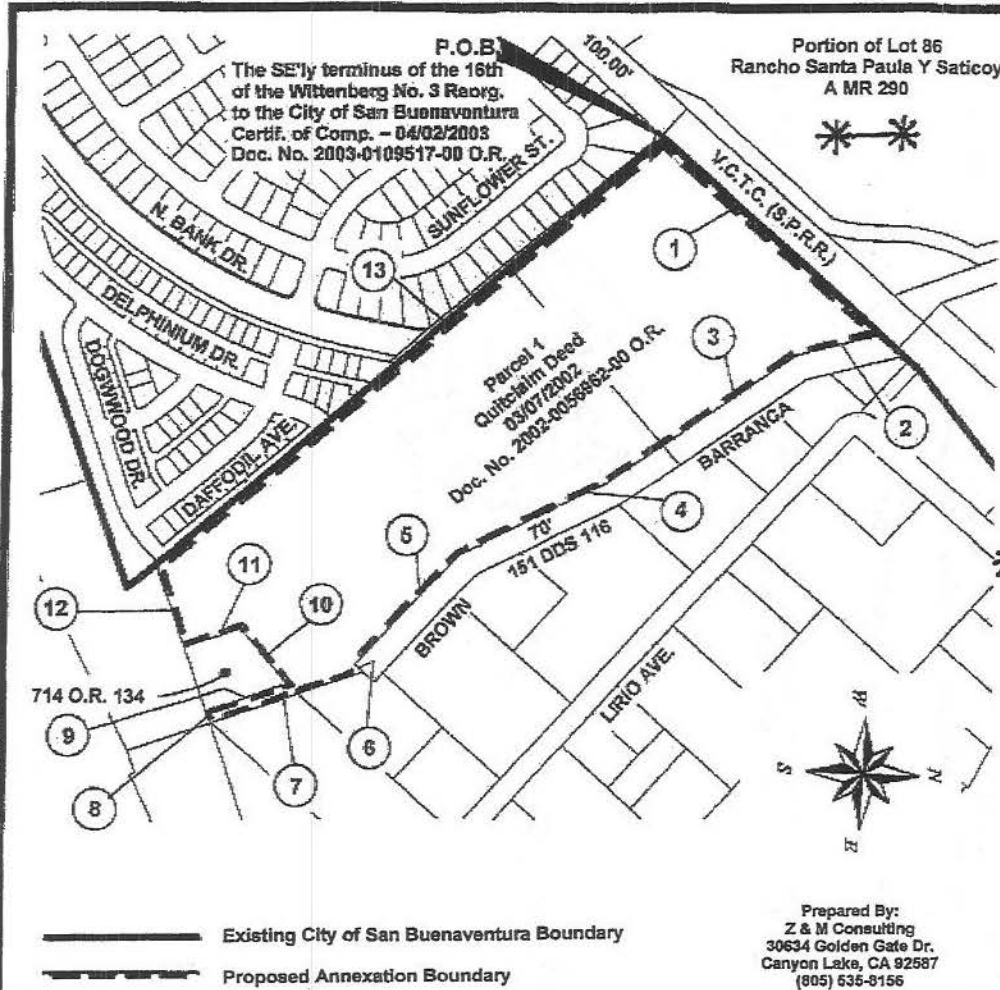
- 1st - North 41°21'00" East 782.63 feet to the southwesterly line of Brown Barranca, 70.00 feet wide, as described in the deed recorded on September 14, 1916, in Book 151, Page 116 of Deeds, in said County Recorder's Office; thence, along said southwesterly line of said Brown Barranca by the following five courses:
 - 2nd - South 15°00'00" East 241.49 feet; thence,
 - 3rd - South 36°00'00" East 620.04 feet; thence,
 - 4th - South 28°00'00" East 421.93 feet; thence,
 - 5th - South 48°39'00" East 399.58 feet; thence,
- 6th - North 41°21'00" East 25.44 feet to the northeasterly line of said Parcel 1 described in said Quitclaim Deed recorded on March 7, 2002, in Document No. 2002-0056962-00 of Official Records; thence, along the boundary of said Parcel 1 by the following two courses:

- 7th - South 19°26'30" East 437.15 feet to the southerly line of said Lot 86 of said Rancho Santa Paula Y Saticoy; thence, along said southerly line,
- 8th - South 70°33'30" West 35.00 feet to the most easterly corner of the parcel of land described in the deed recorded on May 10, 1945, in Book 714, Page 134 of said Official Records; thence, along the boundary of said parcel by the following three courses:
- 9th - North 19°26'30" West 225.00 feet; thence,
- 10th - South 48°53'30" West 193.68 feet; thence,
- 11th - South 19°26'30" East 153.50 feet to said southerly line of said Lot 86 of said Rancho Santa Paula Y Saticoy and the southerly line of said Parcel 1 described in said Quitclaim Deed recorded on March 7, 2002, in Document No. 2002-0056962-00 of Official Records; thence, along the southerly line of said Lot 86 by the following course and along the boundary of said Parcel 1 by the following two courses:
- 12th - South 70°33'30" West 243.30 feet to the existing boundary of said City of San Buenaventura; thence, along said existing boundary,
- 13th - North 41°24'00" West 1772.49 feet to the point of beginning 25.02 acres.

For assessment purposes only. This legal description is not a legal description as defined in the Subdivision Map Act and may not be used for an offer for sale of the land described herein.

Alan Azell Rawlins 2/28/16
Alan Azell Rawlins Date



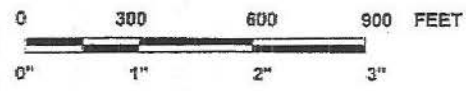


Portion of Lot 86
Rancho Santa Paula Y Saticoy
A MR 290

COURSES

1st - N 41°21'00" E	782.63'
2nd - S 15°00'00" E	241.49'
3rd - S 36°00'00" E	620.04'
4th - S 28°00'00" E	421.93'
5th - S 48°39'00" E	399.58'
6th - N 41°21'00" E	25.44'
7th - S 19°26'30" E	437.15'
8th - S 70°33'30" W	35.00'
9th - N 19°26'30" W	225.00'
10th - S 48°53'30" W	193.68'
11th - S 19°26'30" E	153.50'
12th - S 70°33'30" W	243.30'
13th - N 41°24'00" W	1772.49'

25.02 Acres



Wittenberg No. 3 Reorganization
City of San Buenaventura
Certif. of Comp. - 04/02/2003
Doc. No. 2003-0109517-00 O.R.

Alan Azell Rawlins 2/28/16
Alan Azell Rawlins Date

**CITY OF SAN BUENAVENTURA REORGANIZATION
VANONI-NORTHBANK
Case No. ANNEX-6-13-16560**

ANNEXATION TO THE CITY OF SAN BUENAVENTURA
AND ANNEXATION TO THE VENTURA PORT DISTRICT
AND DETACHMENT FROM THE VENTURA COUNTY RESOURCE
CONSERVATION DISTRICT AND DETACHMENT FROM THE VENTURA
COUNTY FIRE PROTECTION DISTRICT AND DETACHMENT
FROM COUNTY SERVICE AREAS 32 & 33

Being a portion of Lot 86 of Rancho Santa Paula Y Saticoy, per A M.R. 290
County of Ventura State of California
February 27, 2002

Prepared By:
Z & M Consulting
30634 Golden Gate Dr.
Canyon Lake, CA 92587
(805) 635-8156

FOR ASSESSMENT PURPOSES ONLY. THIS MAP IS NOT A MAP AS DEFINED IN THE SUBDIVISION MAP ACT AND MAY NOT BE USED AS THE BASIS FOR AN OFFER FOR SALE OF THE LAND SHOWN.

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF VENTURA)
CITY OF SAN BUENAVENTURA) SS.

I, ANTOINETTE M. MANN, City Clerk of the City of San Buenaventura, DO HEREBY CERTIFY that the foregoing is a full, true, and correct copy of Resolution No. 2016-049 which was duly and regularly passed and adopted by said City Council at a regular meeting held September 19, 2016, by the following vote:

AYES: Councilmembers Morehouse, Weir, Tracy, Heitmann,
 Monahan, Deputy Mayor Andrews and Mayor Nasarenko

NOES: None

ABSENT: None

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the official seal of the City of San Buenaventura, California.

Antoinette M. Mann

Antoinette M. Mann, City Clerk
City of San Buenaventura, California

September 20, 2016

Date Attested



**Northbank Vanoni
(Project-6270)**

RESPONSES to COMMENTS on the Revised Addendum

This section includes the comments received during the courtesy circulation of the Revised Addendum for the Northbank Vanoni project and responses to those comments.

The Revised Addendum was circulated for a 20-day public review period that began on September 11, 2015 and concluded on October 1, 2015. The City received four comment letters on the Revised Addendum from the following agencies:

1. Ventura County Watershed Protection District, Letter Dated October 1, 2015
2. Ventura County Public Works Agency, Transportation Department, Traffic, Advance Planning & Permits Division, Letter Dated September 28, 2015
3. Ventura Local Agency Formation Commission, Letter Dated September 23, 2015
4. County of Ventura Resource Management Agency, Letter Dated October 1, 2015

In addition, subsequent to the July 16, 2014 Planning Commission, City staff has met with County agencies August 4, 2014, August 11, 2014, August 18, 2014, November 24, 2015 and December 8, 2015 regarding concerns and comments received.

Ventura County Watershed Protection District, Letter Dated October 1, 2015

Response 1-1

In the City's review of the proposed project, a report prepared by Kasraie Consulting in 2014, which analyzes the proposed project's potential impacts on the Brown Barranca and potential flooding impacts. Kasraie Consulting's "*Franklin – Brown – Sudden – Clark Barranca 2 – Dimensional Floodplain Analysis*" report (Kasraie Report) concludes that the proposed project has been designed so that it will not impact Brown Barranca. The proposed project does not drain into the Brown Barranca and will instead convey regional water flow via newly created streets and away from the Brown Barranca. The official FEMA maps do not show the proposed project within the 100-year flood plain and is therefore outside the 1%-chance for a flood hazard. As a condition of approval, the final floor elevations will be established during the final design and in conformance with current official FEMA guidelines, if updated, and in conformance with City flood regulations. Therefore, the proposed project satisfies the applicable policies and regulations.

The Kasraie Report analyzed the proposed project's potential impact on the Brown Barranca and concluded that the project will have no impact on the Brown Barranca as the project does not contribute any flow to the Brown Barranca and has been designed to direct flow away from the Brown Barranca. Any existing deficiencies in the Brown Barranca cannot be attributed to the proposed project and the applicant cannot be required to fund improvements to a public facility it does not rely upon or impact.

No evidence exists demonstrating the proposed project adversely impacts the Brown Barranca. The proposed project is not within the official FEMA 100-year flood plain, does not drain into the Brown Barranca, and is conditioned to design the final floor elevations in conformance with current official FEMA guidelines, if updated, and in conformance with City flood regulations. The City cannot require the applicant to remedy any existing deficiencies in the Brown Barranca when the proposed project does not contribute to the water flow into the Brown Barranca.

The County of Ventura Saticoy Area Pan Update EIR, September 2015, also includes policies regulating development within flood hazard areas. Policy HAZ-2.6 requires development within the 100-year floodplain to obtain a Floodplain Development Permit prior to issuance of a grading or building permit to minimize the risk of flood damage. Specifically, the Saticoy Area Pan Update EIR states "While local regulations are based on hazards defined by FEMA mapping, the provisions included therein remain adequate to mitigate the increased flooding hazards reported in the (Kasraie Report). Specifically, Section 5.2.1 of the County Floodplain Management Ordinance requires new residential construction and substantial improvement of any residential structure or manufactured home to be constructed such that the lowest floor, including basement, is elevated to one foot of freeboard above the 1% annual chance (100-year) base flood elevation)... Compliance with Sections 5.2.1 and 5.2.2. would reduce impacts from flood hazards

associated with placement of new structure and major structural renovations and remodels of existing structures within FEMA designated Flood Hazard Areas.” While the project site is located outside the 100-year floodplain, an additional cautionary measure, the proposed project has been conservatively designed so that all structures have finished floor elevations of at least 13-inches above the proposed 100-year flood elevation as determined in the Kasraie Report.

The City has determined that the proposed project does not raise any issues that would require the preparation of a subsequent or supplemental EIR. The City had revised the original Addendum No. 2 to respond to concerns raised by the District in its July 16, 2014 comment letter. These responses to comments address the concerns raised by the District in its October 1, 2015 letter, but no additional revisions were made to Addendum No. 2 based on the October 1, 2015 comment letter.

Response 1-2

The City has considered the District’s request and has conditioned the project as follows:

1. *Construct ultimate Brown Barranca channel improvements in order to protect and remove the development from the 1%-chance flood hazard.*

Response: The official FEMA maps do not show the project within the 100-year flood plain and is therefore outside the 1%-chance for a flood hazard. Per the City’s regulations, the City relies on the current official FEMA maps. Therefore, the project cannot be conditioned to construct channel improvements as there is no nexus between requiring channel improvements and the Project’s impacts.

2. *Secure a permit from the Watershed Protection District for the reconstruction/improvement of the channel to convey the 1%-chance flood flow and meet District design standards.*

Response: As stated above, the proposed project is outside the 100-year flood plain, the project will have no impact on the Brown Barranca as the project does not contribute any flow to the Brown Barranca, and the project has been designed to direct flow away from the Brown Barranca, therefore, the project cannot be conditioned to require channel improvements.

3. *Dedicate the improved Brown Barranca flood control channel to the Watershed Protection District for long-term maintenance.*

Response: As stated above, the proposed project will not be conditioned to make improvements to the Brown Barranca channel.

Response 1-3

The proposed project has been designed to not increase peak flow post development and the project will be conditioned as such.

Response 1-4

The proposed project has been conditioned under the "Land Development: Parks" section of the draft resolutions requiring compliance with Saticoy & Wells Community Plan – Our Active Community Action 11.6.6, for development of linear shared-use trails and pathways along the barrancas.

**Ventura County Public Works Agency, Transportation Department, Traffic,
Advance Planning & Permits Division, Letter Dated September 28, 2015**

Response 2-1

The project is conditioned in the Land Development: Traffic sections of the draft Resolutions to pay the appropriate County TIMF. As specified by the County of Ventura Transportation Department, the fee, based on current fee schedules and 2015 dollars, is estimated to be \$56,315.50.

Response 2-2

The Saticoy & Wells Community Plan identifies several long-term roadway and intersection improvement projects that are required to maintain the City's performance standards under Year 2025 conditions (buildout conditions including future development and the proposed project). Included is the extension of North Bank Drive from the eastern City Limits (the proposed project's western boundary) to Wells Road (Highway 118). The proposed project, does not trigger any project specific Level of Service (LOS) or volume to capacity (V/C) ratio impacts or interfere with an emergency response access route, and consequently, there is no basis for the City to require as a condition of approval that the proposed project construct secondary vehicle access. However, the proposed project is designed to allow the future extension of North Bank Drive from the eastern City Limits through the northeast portion of the project site. Furthermore, the proposed project will be required to contribute its "fair share" fees (both to the City and to the County) through the TIMF toward the construction of needed improvements, or some combination thereof for the extension of North Bank Drive. Therefore, the project complies with the policies set forth by the County of Ventura and the City of Ventura by requiring the payment of mitigation fees that will provide the County and the City with a "fair-share contribution" from the applicant, including CIDS payment.

The Wells and Saticoy CIDS identifies the North Bank Drive (Brown Barranca to Los Angeles/Wells Road) project to be funded 50% by City and 50% by the future developments in the Growth Areas of Saticoy paying their fair share contributions. Further, of the Growth Area contributions, the City is paying an additional 25%. Therefore the City contributions towards this this improvement project includes \$494,000 and an additional \$247,000 respectfully.

Ventura Local Agency Formation Commission, Letter Dated September 23, 2015

Response 3-1

In response to LAFCo's comments to the Addendum, Staff has revised the Addendum to further describe LAFCo's role in the annexation of the property, including an updated project description. Staff determined the project or the circumstances surrounding the project does not meet the criteria to require a subsequent or supplemental EIR. Once an EIR is completed and certified, no additional environmental review can be required by a lead agency or a responsible agency unless very specific triggering events occur. 14 *Cal Code Regs* §15162 provides the only three "triggering" events that allow for the preparation of a subsequent or supplemental EIR:

1. Substantial changes are proposed in the project that will require major revisions to the EIR 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 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; 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 was certified as complete shows any of the following:
 - a) The project will have one or more significant effects not discussed in the previous EIR;
 - b) Significant effects previously examined will be substantially more severe than shown the previous EIR;
 - c) Mitigation measures or alternatives previously found not to be feasible would 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; or
 - d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environmental but the project proponent declines to adopt the mitigation measures or alternative to the project that was not known and could not have been known when the EIR was certified as complete becomes available.

Staff has determined none of the above-stated circumstances exist, and therefore, a subsequent or and supplemental EIR is not required.

Furthermore, the Saticoy & Wells Community Plan FEIR contemplates and analyzes the eventual annexation of the property. LAFCo provided extensive comments to the Saticoy & Wells Community Plan draft EIR and in response to those comments, the City revised the draft to Final EIR to reflect many of LAFCos comments. In addition, LAFCo readily acknowledged its intent to rely on the Saticoy & Wells FEIR for future decisions.

County of Ventura Resource Management Agency, Letter Dated October 1, 2015

Response 4-1

The Saticoy & Wells Community Plan identifies several long-term roadway and intersection improvement projects that are required to maintain the City's performance standards under Year 2025 conditions (buildout conditions include development at the proposed project location). Included in this overall transportation improvement program is the extension of North Bank Drive from the eastern City Limits (the proposed project's western boundary) to Wells Road (Highway 118). The proposed project, does not trigger any project specific Level of Service (LOS) or volume to capacity (V/C) ratio impacts or interfere with an emergency response access route, and consequently, there is no nexus that requires the proposed project to construct secondary vehicle access with the implementation of this project. However, the proposed project is designed to not preclude the extension of North Bank Drive improvements from the eastern City Limits. Secondary vehicle access to the project site could be provided in the future by extending a neighborhood street with a bridge/roadway across the Brown Barranca where it would ultimately connect to Nardo Street. To address the comment, staff agrees the Revised Addendum No. 2 should include the following correction on page 40: "...The proposed project would create an interconnected and pedestrian friendly grid of streets and would could extend North Bank Drive through the site, linking to Nardo Road [sic] and the Saticoy community to the east."

Response 4-2

Please see Response 2-2 for information about the CIDS Transportation Impact Fees. Additionally, see the Planning Commission Staff Report Attachment I for estimated impact fees, which include CIDs Fees.

Response 4-3

Please see Response 4-1 explaining that there is no nexus that requires the proposed project to construct secondary vehicle access. Please see Response 2-2 for information about the CIDS Transportation Impact Fees.

Response 4-4

CIDS payments will be collected prior to recordation of the Final Tract Map. Additionally, see the Planning Commission Staff Report Attachment I for estimated impact fees, which include CIDs Fees.

COURTESY CIRCULATION FOR A NOTICE OF INTENT TO ADOPT AN ADDENDUM
FOR THE NORTHBANK VANONI PROJECT (EIR-6-13-16562)
CITY OF SAN BUENAVENTURA, CALIFORNIA

THIS IS ADDENDUM NO. 2 TO FINAL ENVIRONMENTAL IMPACT REPORT,
EIR-2473 TO THE SATICOY AND WELLS COMMUNITY PLAN AND DEVELOPMENT
CODE

(Certified by the Ventura City Council on September 21, 2009)
SCH # 2006081139

The City of Ventura has reviewed an application for the following proposed project:


Project Description for Case No. EIR-6-13-16562: This environmental review considers a request for the proposed Annexation (ANEX-6-13-16560) of approximately 25 acres into the City of San Buenaventura, a Tentative Tract Map (TTM-6-13-16559) for the subdivision of approximately 25 acres into 193 lots (11.14 acres), public parks/green space (4.8 acres), 0.17 acres of private open space, public streets/alleys, and (9.03 acres), to assign Street Names (SNC-6-14-22535), and Design Review Permit (DRC-6-13-16556) and Exemption (E-6-14-22534) for the development of 123 single-family residential units and 70 multi-family residential units located at the Eastern terminus of North Bank Drive (APN 128-0-060-125; 128-0-060-145). Access to the site is proposed from North Bank Drive. Secondary vehicle access to the project site could be provided in the future by extending a neighborhood street across the Brown Barranca where it would connect to Nardo Street. The entire approximately 25-acre project area is currently in agricultural production. Northbank Ventures, LLC, is the applicant.

Based upon the City's analysis included within the proposed project's Initial Study, no substantial changes or changed circumstances under which the proposed project is to be undertaken have been identified which would require major revisions of the previous EIR. No new significant environmental effects or substantial increase in the severity of previously identified significant effects under the certified EIR-2473 have been found with the proposed project, as analyzed and supported in the attached Initial Study. Further, no new information has surfaced that the proposed project would have one or more significant effects not previously discussed in the approved EIR-2473; nor would any impacts previously examined become substantially more severe than in the approved EIR-2473; nor have any mitigation measures or alternatives previously identified as infeasible become feasible and available to substantially reduce one or more significant effects than in the approved EIR-2473; nor would any mitigation measures or alternatives be considerably different than those analyzed in the approved EIR-2473.

Document Review and Comment. The public review and comment period of the draft begins on **September 11, 2015** and ends on **October 1, 2015**. The draft and referenced documents have been emailed to individuals who have previously requested such notice, and paper copies are available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on September 18) at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001. All comments concerning the draft Initial Study/Addendum should be provided in writing and received before 5:00 p.m. on 2015. Inquiries should be directed to Jared Rosengren, Associate Planner, at (805) 658-4737. Written comments may be mailed or faxed [(805)654-7560] to the City of Ventura, Planning Division, 501 Poli Street, CA 93001, or emailed directly to jrosengren@cityofventura.net.

Public Hearing and Comments. A public hearing on the project described above has not been scheduled. Separate public noticing, confirming the date, time and location will be provided prior to the public hearing.

9/10/15
Date


Jared Rosengren, AICP, Associate Planner

Attachments:

A. Addendum Analysis

**INITIAL STUDY / ENVIRONMENTAL CHECKLIST
FOR THE
NORTHBANK VENTURES**

A. PROJECT INFORMATION:

1. PROJECT TITLE:

Northbank Ventures,

Project-6270; Case Numbers.TTM-6-13-16559/DRC-6-13-16556/ANEX-6-13-16560/EIR-6-13-16562

2. LEAD AGENCY NAME AND ADDRESS:

City of San Buenaventura

501 Poli Street

Ventura, CA 93001

3. CONTACT PERSON AND PHONE NUMBER:

Jared Rosengren, AICP, Associate Planner

805-658-4737

jrosengren@cityofventura.net

4. PROJECT LOCATION:

The project site is comprised of 25.10 acres. The project site is commonly referred to as APN 128-0-060-125 and APN 128-0-060-145. The project site is located approximately 1,000 feet south of Telephone Road and directly east of the terminus of North Bank Drive. The site is also bounded by the Brown Barranca to the east, the Union Pacific Railroad to the north, and single family residences to the west. The Santa Clara River is located approximately 500 feet south of the project site.

The parcels are recorded as a portion of Lot 86 of the Rancho Santa Paula Y Saticoy in Said County and State, as per map recorded in Book "A", Page 290 of Miscellaneous Records, in the office of the county recorder of Said Ventura County in Map Book A, Page 290. (See Attachment A).



5. PROJECT SPONSOR'S NAME AND ADDRESS:

Vince Daly
Northbank Venture, LLC
6951 Campus Park Drive
Moorpark, CA 93021

6. GENERAL PLAN/SPECIFIC PLAN DESIGNATION:

County of Ventura – Agricultural – Urban Reserve (40-acre Minimum)

City of Ventura - Neighborhood Low – T3 Sub-Urban and T4 General Urban (NL), 0 – 8 units per acre

Neighborhood Low (NL) emphasizes detached houses with some attached units in a small mix of building types from 0 up to 8 dwelling units per acre. Predominantly residential, with opportunity for limited home occupation and neighborhood services sensitively located along corridors and at intersections.

7. ZONING:

County of Ventura – AE-40 (Agriculture Exclusive) and AE-40 MRP (Agricultural Exclusive Mineral Resource Protection)

City of Ventura - T4.10, The Urban General Zone, Parks & Open Space

THE GENERAL URBAN ZONE consists of a mixed-use but primarily residential urban fabric. It has wide range of building types. Setbacks and landscaping are variable. Streets typically define medium sized blocks.

The urban condition envisioned by the 2005 General Plan and Saticoy & Wells Community Plan for the Wells Corridor Area, is neighborhoods that include walkable streets, reasonably scaled blocks, and building types that generally relate well to the pedestrian. The General Neighborhood Zone (T4) achieves a balanced mix of residential land neighborhood serving commercial uses within a walkable setting. T4.10 is created herein for that purpose, and is applied to portions of the Wells Corridor. The design intent of the T4.10 Zone is to encourage mixed-use and higher density residential infill development within the areas mapped on the Regulating Plan, to achieve the goals of the General Plan, and the Saticoy & Wells Community Plan.

THE PARKS AND OPEN SPACE SPECIAL DISTRICT ZONE provides for public recreational use: active or passive intended to be composed as parks, greens, squares, plazas, and playgrounds. Any proposed building within the park space must be incidental and subordinate to their intended public purpose.

8. DESCRIPTION OF PROJECT:

Project Background and Overview

The proposed project includes a Tentative Map for the subdivision of approximately 25 acres into 193 lots (8.23 acres), parks/green space (4.94 acres), public streets/alleys (9.03 acres) and parking (0.03 acres), Design Review, and Annexation for the development of 123 single-family residential units and 70 multi-family residential units (Attachment B).

The proposed project includes the construction of 193 residential dwellings. The urban

design of the proposed residential dwellings includes a variety of building types as defined by the City of Ventura's Saticoy and Wells Development Code, including:

- 123 single-family dwellings as a Front-Yard House type
- 30 attached dwellings as a Triplex/Quadplex type
- 40 multi-family dwellings as a Courtyard type

The 123 single-family dwellings would be spread throughout the project site, fronting the proposed streets. The 30 triplex/quadplex dwellings would be located within the eastern portion of the site, fronting the proposed open space west of the Brown Barranca. The 40 multi-family dwellings are proposed in the southeast corner of the site west of the Brown Barranca open space and the southern space area.

The project is designed in a relatively symmetrical pattern, with an interconnected grid of neighborhood streets providing internal vehicle and pedestrian access to all of the proposed land uses. In addition this network would also connect to the recently approved Watt Communities' "Enclave" residential project (Project-4184) located immediately to the west. Primary vehicle access to the site would be established by connecting the neighborhood streets to the existing terminus of North Bank Drive. Secondary vehicle access to the project site could be provided in the future by extending a neighborhood street across the Brown Barranca where it would connect to Nardo Street; however, because there is no nexus that requires the actual construction of a bridge, the proposed project does not include construction of the bridge/roadway connecting to Nardo Street. Vehicle parking for the single-family and triplex/quadplex dwellings would be provided in alley-loaded garages. Parking for the proposed apartment dwellings would be provided utilizing a combination of off-street parking (beneath carports, in garages, and interior surface parking spaces), and on-street parallel parking spaces. The project consists of seven new streets (A through G).

Additionally, the project proposes to construct 4.5 acres of park/open space that would extend across the northern boundary of the site, extend south along the property's eastern boundary adjacent to the Brown Barranca, and extend west along the site's southern boundary where it would connect to the park/open space proposed as part of the recently approved Watt Communities' "Enclave" residential project. The combined size of both proposed project's connected open space areas would be approximately 7 acres, and the open space for which the subject project area portion would include multiple play structures for different age groups, bicycle and running paths, exercise stations, exploration areas, and splash pad area.

Project Characteristics

The project site is located directly east of the City's incorporated boundaries. The proposed project includes a requested annexation into the City of Ventura. The Ventura General Plan anticipates annexation of the project site to the City of Ventura, as identified in the 2005 General Plan Diagram and as implemented by the Saticoy and Wells Community Plan noted below. However, it is the Ventura County Local Agency Formation Commission (LAFCo) that holds approval authority over the proposed annexation. LAFCo encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible.

The approximately 25.10-acre site is located within the 435 acres of land that make up the Saticoy and Wells Community Plan Area. The Community Plan Area is broken up into six neighborhoods which designated this area for residential land use with the appropriate form-based "T-zone" as adopted by the City in 2009 and therefore no General Plan Amendment

or Change of Zone is required. The project site has been used as agricultural land and it is located within the Southwest neighborhood, which is bisected by the railroad tracks. The Southwest neighborhood's northern boundary is Telephone Road, and its southern boundary is the Santa Clara River.

The project site has a City land use designation of Neighborhood Low with a maximum density of 8 units per acre. Neighborhood Low (NL) emphasizes detached houses with some attached units in a small mix of building types from 0 up to 8 dwelling units per acre. Predominantly residential, with opportunity for limited home occupation and neighborhood services sensitively located along corridors and at intersections. The project, which offers a mix of building types at an approximate collective density of 7.8 dwelling units per acre, is consistent with the densities and land uses identified by the City of Ventura General Plan's vision for the Saticoy and Wells area and SWDC.

The General Plan also seeks appropriateness of urban form through the implementation of SWDC that emphasizes pedestrian orientation, integration of land uses, and treatment of streetscapes as community living space, and environmentally sensitive building design and operation. The proposed single and multifamily residential units are designed with material composition and an intentional subdued color palette. The proposed new neighborhood utilizes building placement and good design to integrate the project with the adjacent recently approved Watt Communities' "Enclave" residential project to the west while shielding the residential community through green screening from the industrial uses located across the Brown Barranca to the east.

The project site is in the SWDC Urban General (T4.10) Zone and Parks & Open Space (P&OS) Zone. The T4.10 Zone allows a variety of building and frontage types and designates single-family and multi-family dwellings as permitted uses. The P&OS Zone allows for public recreational use: active or passive.

The 123 Front Yard homes would be spread throughout the project site fronting the proposed streets, with attached two-car garages accessed through the alley. The single-family dwellings consist of three variations of footprints with front doors facing streets, connections to walkways and sidewalks and usable private outdoor areas. Each home reflects one of three architectural styles by the doors, window, roof orientation and pitch, porch treatment, and colors and materials. With an alternative color scheme for each style there are a total of six different variations each home will represent.

Typically the Front Yard building type provides a usable outdoor space within the backyard area. However, during the Conceptual Review process the Design Review Committee (DRC) and Planning Commission (PC) recognized that an attached garage with alley access results in a driveway area sharing space with the usable yard area and therefore directed the applicant to place the backyard area in the front of the house thereby creating a complete separation between vehicles and usable yard area. The concept was that outdoor spaces no longer competes with the parking area off the alley and the large front yard areas provide a continuous front areas between the sidewalk and the house. The applicant relocated the outdoor spaces part of the formal DRC review and the DRC supported a Warrant to relocate the outdoor space to the front yard area. In addition to outdoor space being located at the front of the dwelling, the proposed project includes large side yards that will be used in conjunction with exclusive side yard easements.

The 30 Triplex/Quadplex dwellings would be located within the eastern portion of the site, fronting the proposed open space along the Brown Barranca. Detached two-car garages are accessed through the alley. Each unit contains a private open space, averaging about

400-feet in area, located between the unit and the garage.

The Triplex/Quadplex is designed with a mix of vertical elements in the massing, several kinds of material and colors to provide visual interest to the front façade of the structure.

The Courtyard "building" consisting of two buildings that would collectively contain 40 multi-family dwellings arranged around a courtyard. The Courtyard "building" is proposed to be located at the southeast corner of the site fronting the Brown Barranca open space and the southern space area. Entrances are accessed directly from the street, parking is accessed via the alley and ground floor living areas opening up to a usable private open space equal to at least 15% of the lot area. The unit mix would be comprised of 22 one-bedroom, 9 two-bedroom and 9 three-bedroom units, for a total of 40 units located within two separate buildings. The two apartment buildings would surround a central courtyard with some required parking located along the perimeter of the site. The project consists of a mix of two- and three-story massing. The lease/management office area and an exercise room would be provided within the north portion of Building A. Zaguans are located centrally to connect the street into the courtyard and the stairways within the courtyard provide access to upper-floor units.

The apartment portion of the project takes its design cues from the other two product types as well as the existing architectural context of the area which is primarily industrial and agriculture. The style is contemporary with flat roofs, varied massing and a combination of stucco, cement fiber board and metal.

The project site is in a desirable location because of its views of the mountains and proximity to recreational opportunities, but the property also has some unique challenges and physical disadvantages. The northern boundary of the project site is divided from neighboring developments to the north because of the existing railroad line. The project site is separated from industrial developments on the eastern side of the Brown Barranca, although the project proposes to improve the existing bridge over the Brown Barranca, which connects to Lirio Avenue to be used for emergency access purposes only, linking to Nardo Road and the Saticoy community to the east. The project is adjacent to an existing Saticoy Sanitation District property to the south, and the Santa Clara River further to the south. Due to the adjacency of the existing Saticoy Sanitation District property and industrial developments, the project has required a sensitive site design that provides a physical and aesthetic buffer from those uses. Additionally, a number of infrastructure easements that exist throughout the property have resulted in site planning constraints. The project site is also challenged by placing a symmetrical street pattern with alleyways and large park area that needs to connect to existing development and provide for future connections. The project conforms to the majority of development standards; however because of alternate development configuration direction received during the Conceptual Design Review process by the DRC and PC and as supported by the DRC during the Formal Design Review, the proposed project design requires an Exception or Warrant for the following components:

As a result of moving the required open space area to the front yard area as requested by the DRC and PC, the home with attached garage shifted into the required 20-foot rear yard area for both the Front Yard House, requiring an Exception to the rear yard setback. While the rear yard setback for a detached garage and other accessory structures is 5 feet when the property is accessed by an alley, the proposed homes include an attached garage to the rear of the residence triggering a 20-foot rear yard setback. The Exception to reduce the rear yard setback requirement was supported by the DRC because of the above described physical characteristics of the property and the unique site constraints placed on the property, and as it fulfills the code's purpose, policies and actions of providing private

useable outdoor area in the front and side yards. This design result is required private open space and larger front yards that create a more livable neighborhood, compatible in scale and the character of the recently approved Watt Communities' "Enclave" residential neighborhood and would not be detrimental or adversely impact adjacent properties in the vicinity.

The application includes a request to reduce the number of required multi-family parking spaces by 16 spaces from 68 to 52 parking spaces. The 16 parking spaces would be "replaced" by taking advantage of approximately 16 "created" on-street parking spaces provided along the perimeter of the apartment property along the proposed adjacent easterly and southerly streets. Due to the configuration of the site and apartment design, the replacement on-street parking spaces would be closer to the front doors of units and therefore provide parking that residents and guests are more likely to use. The Exception to reduce the number of required parking spaces as supported by the DRC because of the above described physical characteristics of the property and the unique site constraints placed on the property, and as it fulfills the code's purpose, policies and actions of providing accessible parking to all tenants for livability in an apartment complex design, as the proposed project layout would create "eyes" on both the street, and as the proposed configuration would reduce the need for a large parking area. Collectively, the proposed parking placement would be compatible in scale and the character of the recently approved Watt Communities' "Enclave" residential neighborhood and would not be detrimental or adversely impact adjacent properties in the vicinity.

In order to maintain a safe and controlled parking area for residents and in order to provide convenient short-term parking for prospective apartment tenants in close proximity to the apartment leasing office, 13 parking spaces of 68 parking spaces are proposed to be provided along the perimeter of the apartment property along the street and off the adjacent alley within the front 50% portion of the lot. The intent of the code is to create a pleasing and active pedestrian environment through placement of parking at the rear of the property (away from the pedestrian activity area) so that unattractive parking areas will not be visible from the public right-of-way. The Exception to allow apartment parking spaces within the front 50% portion of the lot was supported by the DRC because of the above described physical characteristics of the property and the unique site constraints placed on the property, and as it fulfills the code's purpose, policies and actions of avoiding unattractive parking areas within the public view by ensuring that all parking would be visually screened and mostly obscured from public view by either landscaping or structure to the maximum extent reasonable. The parking would provide accessible parking to all tenants for livability in an apartment complex design, as the proposed project layout would create "eyes" on both the street and courtyard. Additionally, the proposed project would create a safe parking lane and the proposed configuration would reduce the need for a large parking area that would likely be more visible from the street. Collectively, the proposed parking placement would be compatible in scale and the character of the recently approved Watt Communities' "Enclave" residential neighborhood and would not be detrimental or adversely impact adjacent properties in the vicinity.

The project includes the following stormwater methods of compliance with the National Pollution Discharge Elimination System (NPDES) and the County Municipal Stormwater (MS4) Permit: Ventura Countywide Stormwater Quality Management Program (VCSQMP), National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 & Technical Guidance Manual for Stormwater Control Measures.

The project has been reviewed by the Public Works – Land Development unit who determined that the project is designed to meet the standards of the MS4 Permit

implemented with required conditions of approval for the related tract map subject to Planning Commission review and approval.

The proposed project includes construction of 4.5 acres of park/open space that would extend to the northern boundary of the site, extend south along the property's eastern boundary adjacent to, but entirely outside the Brown Barranca, and extend west along the site's southern boundary, entirely outside the Saticoy Sanitation District property located to the southeast, where it would connect to the park/open space proposed as part of the recently approved Watt Communities' "Enclave" residential project.

The areas along the southern boundary of the site and the Brown Barranca were zoned Parks and Open Space Special District Zone when the Saticoy & Wells Development Code was adopted in November 2009. The Parks and Open Space zone provides for public recreational use, active or passive areas intended to be composed as parks, greens, squares, plazas, and playgrounds. Any proposed building within the park space must be incidental and subordinate to their intended public purpose. There is a recognized deficiency of neighborhood park space in the Saticoy and Wells area south of Telephone Road, and the proposed project would help alleviate this deficiency. The project proposes to create 4.5 acres open space areas, which would provide a mix of active and passive recreational uses, including a bike trail, a discovery "interactive" area, exercise station, tot lots, picnic area, and climbing apparatus. The proposed bike path serves as an important link implementing the City's Bicycle Master Plan. This park land and open space would connect with the parkland and open space included in the approved Watt Communities' "Enclave" residential development, immediately west of the project site.

Utilities would be provided by the following carriers: Water: Ventura Water; Sewer: City of Ventura; Electricity: Edison; Natural Gas: Southern California Gas Company; Solid Waste: E. J. Harrison; Services would be provided by the following entities: Fire, Police, Schools, Parks.

9. EXISTING AND SURROUNDING LAND USES AND SETTING:

The project site was used for agricultural and/or nursery purposes at least as far back as 1938 most likely since the late 1800's or early 1900's. The Project site is approximately 500 feet north of the Santa Clara River. The residential subdivision west of the Project across North Bank Drive was developed in the late 1990's and consists of one and two-story single-family, front yard homes. The subdivision is insular in nature and does not front North Bank Drive. The homes that back up to North Bank Drive are homes with Sunflower Street addresses. The project site and surrounding area is urban and is developed with a range of residential and industrial uses. Surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses.

The approximately 25 acre site is located within the 435 acres of land that make up the Saticoy and Wells Community Plan Area. The Community Plan Area is broken up into six neighborhoods. The project site most undeveloped and it is located within the Southwest neighborhood, which is bisected by the railroad tracks. The Southwest neighborhood's northern boundary is Telephone Road, and its southern boundary is the Santa Clara River. The neighborhood's frontage along the river is identified as an important aspect of the neighborhood's design. With North Bank Drive and the railroad track separating the walled housing tracts to the north from their surroundings, it becomes important to create a pedestrian-friendly block and street structure to enhance the potential livability of this neighborhood. Additionally, the project site is adjacent to an existing Saticoy Sanitation District property and industrial developments on the eastern side of the Brown Barranca.

10. ENVIRONMENTAL BASELINE DETERMINATION:

The City's 2005 General Plan reflected a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10. The property has been reflected in the City's Sphere of Influence for development since December 1990.

The City Council previously found the General Plan Final EIR 2452 B (SCH#2004101014, Resolutions 2005-071, 2006-056, 2007-049) and the Saticoy & Wells Community Plan and Development Code Final EIR 2473 (SCH#2006081139, Resolution 2009-066) had identified the following Class 1, unavoidable significant cumulative impacts to aesthetics, agricultural land conversion, air quality, and solid waste generation and inconsistency with SCAG population forecasts:

- Aesthetics: Change in visual character of the community due to conversion of farmlands to urbanized uses, and new development would potentially alter and/or block views from various public view corridors.
- Agricultural Land Conversion: Potential conversion of up to 674 acres of important farmlands including 520 acres of "Prime" farmland, 138 acres of "Statewide Importance" farmland, and 16 acres of "Unique" farmland.
- Air Quality: Projected 2025 population projection of 126,153 exceeds the Ventura County Air Quality Management Plan population forecasts by 2,508 persons.
- Solid Waste Generation: Projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025. This is within the current available daily capacity at Toland Road Landfill, but area landfills are project to close in the 2022-2027 timeframe. Regional waste generation increases could exceed the daily capacity of area landfills.
- SCAG Forecasts: Growth projections for the 2005 Ventura General Plan exceed the Southern California Association of Governments Regional Comprehensive Plan and Guide (SCAG RCPG) and Ventura AQMP population forecasts.

The City Council has considered the economic, legal, social, technological, or other benefits of the 2005 Ventura General Plan, including Table 3-2, and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impacts relating to aesthetic, agricultural lands, air quality population forecasts, solid waste and SCAG forecasts and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations (Resolutions 2005-071, 2006-056, 2007-049 & 2009-066) and consistent with provisions within Public Resources Section 21083.3 and CEQA Guidelines Section 15183(a) which mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies.

The public benefits of the 2005 Ventura General Plan and the Saticoy & Wells Community Plan and Development Code include (1) the plans will facilitate a mix of residential housing types to the housing stock of the City, in accordance with the City's Housing Element and State Law, (2) the conversion of agricultural lands within the City's sphere of influence will eliminate potential urban/agricultural conflicts, (3) the 2005 Ventura General Plan and the Saticoy & Wells Community Plan and Development Code will provide updated goals and

actions consistent with implementation of the Ventura Vision, (4) the 2005 Ventura General Plan and the Saticoy & Wells Community Plan and Development Code provide a framework for intensifying and reuse of land within the City's boundaries that will counteract the use of greenfields and expansion into the outlying areas resulting in even greater environmental impacts, and (5) the 2005 Ventura General Plan and the Saticoy & Wells Community Plan and Development Code will result in more favorable jobs/housing balance associated with smart growth.

Addendum No. 1 (Watt Communities) to the previously certified Final EIR-2473, was found to not materially change the previously certified Final EIR-2473. The baseline for the proposed project takes these collective documents into account, and this document and its conclusions must still be reviewed, considered, accepted and certified prior to project approval.

11. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

None

B. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

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

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture / Forestry Resources | <input type="checkbox"/> Air Quality |
| <input 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 type="checkbox"/> Mandatory Findings of Significance |

C. DETERMINATION:

This Initial Study has been prepared in accordance with the CEQA Guidelines and relevant provisions of the California Environmental Act (CEQA) of 1970, as amended, and in accordance with the City of San Buenaventura Community Development Department CEQA process and procedures. Section 15063(c) of the CEQA Guidelines defines an Initial Study as the proper preliminary method of analyzing the potential environmental consequences of a project. Among the purposes of an Initial Study are:

- 1) To provide the Lead Agency (the City of San Buenaventura) with the necessary information to decide whether to prepare an Environmental Impact Report (EIR) or a Negative Declaration;
- 2) To enable the Lead Agency to modify a project, mitigating adverse impacts, thus avoiding the need to prepare an EIR (if possible); and
- 3) Assist in the preparation of an EIR, if one is required.

This Initial Study assessment for The North Bank Vanoni Project has been prepared by Jared Rosengren on September 10, 2015.

Based upon review of this initial evaluation:

- I find that the proposed Project **COULD NOT** have a significant effect on the environment, and an **ADDENDUM** to the previously certified Saticoy and Wells FEIR, EIR-2473 SCH#2006081139 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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed Project, nothing further is required.

Signature

Date

Principal Planner (print)

D. EVALUATION OF ENVIRONMENTAL IMPACTS:

A brief explanation is provided for all answers. Responses take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

A "No Impact" answer is adequately supported if the referenced information source(s) show that the impact simply does not apply to projects like the one involved (e.g., the Project falls outside a fault rupture zone). A "No Impact" answer is explained where it is based on project-specific factors as well as general standards (e.g., the Project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

When determined that a particular physical impact may occur, the checklist response indicates whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

When determined that a physical impact may occur, but that the level of effect has been demonstrated to be less than potentially significant, the checklist response may indicate if the impact is "Less Than Significant Impact" based on substantial evidence. "Less Than Significant With Mitigation Incorporated" would apply where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." As appropriate, mitigation measures are identified along with a brief explanation how they reduce the effect to a less than significant level.

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (pursuant to CEQA Guidelines Section 15063(c)(3)(D)). Mitigation measures from "Earlier Analyses" may be cross-referenced to support a response of "Less Than Significant With Mitigation Incorporated." References to information sources for potential impacts (e.g., general plans, zoning ordinances) and/or previously prepared or outside document are identified in each environmental issue category, with the full reference list at the end of the checklist.

E. ENVIRONMENTAL ISSUES:

I. AESTHETICS	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input 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"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential, and industrial uses. According to the Saticoy and Wells FEIR Figure 4.1-5 North Bank Drive is considered a scenic corridor due to views of the hillsides and river along portions of this public right-of-way. Hillsides are visible northeast, east and southeast of the project site offering views of open space and areas of topographic interest. However, North Bank Drive currently terminates at the western boundary of the project site and therefore no views of scenic resources are currently provided by the project site due to this access restriction.

The General Plan Final EIR and the Saticoy & Wells Community Plan and Development Code Final EIR had identified the following Class 1, unavoidable significant cumulative impact:

- Aesthetics: Change in visual character of the community due to conversion of farmlands to urbanized uses, and new development would potentially alter and/or block views from various public view corridors.

The City Council has considered the economic, legal, social, technological, or other benefits of the General Plan and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impact and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations. The current proposal is consistent with the development anticipated within the General Plan and the Saticoy & Wells Community Plan and Development Code.

Explanation:

a) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the Saticoy & Wells Community Plan and Development Code, the certified EIRs, and the Statement of Overriding Considerations identified that new development would potentially alter and/or block views from various public view corridors. The proposed project would extend North Bank Drive through the project site, and the extension

would occur in a location that would not provide unobstructed views of the river, as it would be located approximately 1,000 feet north of the northern riverbank. Intermittent foreground and background views of the Santa Clara River would be provided as part of the proposed extension of North Bank Drive through the project site. These views would be similar to the views currently available from the North Bank Drive at its terminus at the project site's western property line. The proposed extension of North Bank Drive would provide foreground views of drought-tolerant landscaped open space areas, drought-tolerant landscaped residential front yards, and the Brown Barranca. The proposed project site is relatively flat and therefore views into and out of the site would be available only from the immediately surrounding roadways. The changes to the environment proposed by the project would not result in scenic vista impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and the Statement of Overriding Considerations. **Therefore, the proposed project would have no impact on scenic vistas.**

b) Site development would require removal of the existing citrus orchard located in the southern portion of the site. The existing citrus trees are not part of a designated greenbelt or other scenic corridor designation and they are an isolated feature in an otherwise urban environment consisting of single-family and multi-family dwellings to the west and north and industrial development to the east. The trees would be replaced with on-site, drought-tolerant landscaping along the roadways, within the front yards, and within the proposed open space and recreation areas, which would sufficiently replace the loss of the existing citrus trees. **Therefore, impacts to scenic resources would be less than significant.**

c) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the Saticoy & Wells Community Plan and Development Code, the certified EIRs, and the Statement of Overriding Considerations identified the change in visual character of the community due to conversion of farmlands to urbanized uses. The project would convert agricultural land to suburban uses, which would transform the sites' visual character. Although some individuals may view this change as adverse, this change was envisioned in the 2005 General Plan, the Saticoy and Wells Community Plan and Development Code, and the Saticoy and Wells Community Plan and Development Code EIR. The Saticoy and Wells Community Plan FEIR (Saticoy FEIR) considered these impacts less than significant and the project has been deemed consistent with Saticoy and Wells Community Plan. As discussed above, the proposed project would re-plant landscaping within the residential dwellings, along the roadways and within the on-site recreation areas. This collection of on-site residential dwellings and on-site drought-tolerant landscaping would maintain a visual character comparable to the surrounding suburban environment. The changes to the environment proposed by the project would not result in visual character impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and the Statement of Overriding Considerations. **Impacts to the site's visual character and the surrounding aesthetic environment would therefore be less than significant.**

d.) During the day, sunlight reflecting off of the adjacent roadways and on-site agricultural structures is the existing primary source of glare. Daytime sources of glare would be increased when compared to existing conditions, in part due to the increased number of vehicles parked on the site and the potential increased in reflective building materials. To minimize the potential impacts associated with glare, the project proposes to install a substantial amount of drought-tolerant landscaping, including street trees in landscaped parkways, parking lot landscaping, and landscaping along, but not within, the Brown Barranca and the southern portion of the site near the Santa Clara River. The internal and perimeter landscaping would effectively reduce the potential impacts of glare on the surrounding residential and industrial uses.

During the evenings, nighttime light and glare can be divided into both stationary and mobile sources. Stationary sources of nighttime light would include structure illumination, interior lighting, decorative landscape lighting, and streetlights. The principal mobile source of nighttime light and glare would be vehicle headlights. In general, existing nighttime lighting levels within and adjacent to the project site are low to moderate. The proposed project would potentially introduce new sources of light and glare. Section 24V.207.010 of the San Buenaventura Municipal Code includes requirements for the lighting of new developments. These standards address everything from the placement of lighting on the proposed streets to how light fixtures should be shielded. The project would be required to comply with all of the aforementioned development standards. Compliance with these standards would ensure that **impacts to light and glare impacts would be less than significant.**

Reference:

- J (Project Application, Site Plan);
- R (2005 General Plan FEIR, Section 4.1 (Aesthetics), pgs. 4.1-1 through 4.1-26);
- T (Saticoy and Wells Community Plan and Code FEIR Section 4.1 Aesthetics)
- Y Ventura, City of. City Council Resolutions 2005-071, 2006-056, 2007-049, Certifying EIR-2452
B
- Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473

II. AGRICULTURE AND FORESTRY RESOURCES	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the Project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site is designated as Unique Farmland by the Farmland Mapping and Monitoring Program (<ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2010/ven10.pdf>, accessed September 19, 2013 and May 2015). Unique Farmland is defined as lesser quality soils used for production of the State's leading agricultural crops.

The General Plan Final EIR and the Saticoy & Wells Community Plan and Development Code Final EIR had identified the following Class 1, unavoidable significant cumulative impact:

- Agricultural Land Conversion: Potential conversion of up to 674 acres of important farmlands including 520 acres of "Prime" farmland, 138 acres of "Statewide Importance" farmland, and 16 acres of "Unique" farmland.

The City Council has considered the economic, legal, social, technological, or other benefits of the General Plan and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impact and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations. The current proposal is consistent with the development anticipated within the General Plan and the Saticoy & Wells Community Plan and Development Code.

Explanation:

a) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the Saticoy & Wells Community Plan and Development Code, the certified EIRs, and Statement of Overriding Considerations identified the loss of 16 acres of Unique agricultural land Citywide. The project's proposal to convert approximately 6.8 acres of Unique agricultural land currently in agricultural production was considered in the 2005 General Plan EIR, the 2009 Saticoy FEIR and the adopted Statement of Overriding Considerations.

The conversion of farmland associated with this development is consistent with what was already acknowledged as a significant impact in the 2005 General Plan FEIR and the adopted Statement of Overriding Consideration. This potential impact was also further analyzed in the Saticoy FEIR, which further clarified the City's long-range plan for the conversion of certain agricultural lands within the City and within the City's Sphere of Influence. The project site has been pre-zoned by the City of Ventura as T4.10 (Urban General Zone). The County of Ventura's zoning designation for the site is AE-40ac MRP (Agricultural Exclusive Mineral Resources Protection) and AE-40ac (Agricultural Exclusive). There has been no prior objection to the adopted Statements of Overriding Considerations and Sphere of Influence by any other public entity. In addition, the vacant parcel immediately west of the project site is identified as Unique Farmland by the Department of Conservation, however the adjacent site has recently been approved for residential development. The Project is consistent with the long range planning and orderly development associated with the General Plan, Sphere of Influence and Saticoy and Wells Community Plan.

As the loss of Unique agricultural land involved with this Project has already been considered by the City and LAFCO previously when the Sphere of Influence was adopted in 1990, when the City's 2005 General Plan was adopted which included the Sphere of Influence and when the Saticoy and Wells Community Plan was adopted, as well as the associated Final EIRs and

adopted Statements of Overriding Considerations consistent with Public Resources Code Section 21083.3 and CEQA Guidelines Section 15183(a) which mandates that projects which are consistent with the development density established by existing zoning, community plan, or general plan policies for which an EIR was certified shall not require additional environmental review, except as might be necessary to examine whether there are project-specific significant effects which are peculiar to the project or its site. This streamlines the review of such projects and reduces the need to prepare repetitive environmental studies. **Project Impacts would therefore be less than significant.**

b) The applicant is proposing annexation of the site into the City of Ventura and along with the construction of 193 dwelling units and 4.5 acres of parkland, as envisioned in the Saticoy and Wells Community Plan and Development Code. The County of Ventura has assigned an agricultural land use designation and AE-40ac MRP (Agricultural Exclusive Mineral Resources Protection) and AE-40ac (Agricultural Exclusive) zoning to the parcels but the City has assigned a Neighborhood Low land use designation and a T4.10 and Parks and Open Space zoning to the parcels. None of the parcels within the project area are under a Williamson Act Contract. As stated above, the conversion of farmland associated with the project is consistent with that already acknowledged in the 2005 General Plan EIR and the Saticoy EIR and the associated adopted Statements of Overriding Considerations. **Impacts would therefore be less than significant.**

c, d) The site is not in an area zoned for forestland, timberland, or timberland production (<ftp://ftp.consrv.ca.gov/pub/dirp/FMMP/pdf/2012/ven12.pdf>, accessed September 19, 2013 and May 2015). The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR, **Therefore, no impacts to forest or timberland would occur.**

e) The majority of the project site is not in agricultural production, with the exception of the southern portion of the site (approximately 6.8 acres), which is planted with citrus trees. Therefore, the proposed project would not result in the conversion of a significant quantity of unique agricultural land. The next closest site in agricultural production is located 0.33 miles south of the project site, and the Santa Clara River provides a sufficient buffer between these two areas. The changes to the environment proposed by the project would not result in the conversion of farmland to non-agricultural use beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and Statement of Overriding Considerations, as well as the LAFCO approved sphere of influence. **Therefore the impacts would be less than significant.**

Reference:

Q (2005 General Plan EIR, Section 4.2 (Agriculture), pgs. 4.2-1 through 4.2-12);

T (Saticoy and Wells Community Plan and Code EIR Section 4.2 Agriculture)

D California Environmental Protection Agency (CalEPA) and Department of Toxic Substances Control. Managing Hazardous Waste. Website accessed September 2013 and May 2015
<http://www.envirostor.dtsc.ca.gov/public/>

C California Department of Conservation (CDC), Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Website accessed September 2013.

Y Ventura, City of. City Council Resolutions 2005-071, 2006-056, 2007-049, Certifying EIR-2452
B

Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473

III. AIR QUALITY	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting: Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. The population forecasts upon which the Ventura County AQMP is based are used to estimate future emissions and devise appropriate strategies to attain state and federal air quality standards. When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards. The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). The Southern California Association of Governments (SCAG) acts as the MPO for Ventura County. Accordingly, the Ventura County AQMP uses SCAG's 2008 RTP for its population forecasts. SCAG's projected 2025 population for Ventura is 127,032 (Saticoy FEIR). The projected 2025 population under the 2005 General Plan is 126,153 for the year 2025. This is within the 2007 AQMP population projections for the City. Please refer to Saticoy FEIR Table 4.3-3 for a comparison AQMP and 2005 General Plan population forecasts.

The General Plan Final EIR and the Saticoy & Wells Community Plan and Development Code Final EIR had identified the following Class 1, unavoidable significant cumulative impact:

- Air Quality: Projected 2025 population projection of 126,153 exceeds the Ventura County Air Quality Management Plan population forecasts by 2,508 persons.

The City Council has considered the economic, legal, social, technological, or other benefits of the General Plan and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impact and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations. The current proposal is consistent with the development anticipated within the General Plan and the Saticoy & Wells Community Plan and Development Code.

Explanation:

a, b) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy

Community Plan changed the zoning from residential to the existing zoning of T4.10. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the certified EIR, and Statement of Overriding Considerations projected a 2025 population projection of 126,153 which exceeds the Ventura County Air Quality Management Plan population forecasts by 2,508 persons. The proposed project would introduce 193 dwelling units, which is within the 1,883 dwelling units allotted within the Saticoy Community Plan area. Furthermore, this is consistent with the 1,990 dwelling units envisioned for the Saticoy Community Plan area in the 2005 General Plan. The changes to the environment proposed by the project would not result in Air Quality Management Plan impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and Statement of Overriding Considerations. **Therefore, the project would not obstruct implementation of the applicable AQMP and impacts to regional air quality would be less than significant.**

Based on the guidelines adopted by the VCAPCD, the California Emission Estimator Model (CALEEmod) (Version 2013.2) software program was utilized to calculate both expected construction and operational related air emissions for the project to analyze if the project would conflict or obstruct implementation of the AQMP.

For purposes of identifying established air quality impact thresholds, the VCAPCD and the City consider operational air quality impacts to be significant if more than 25 pounds per day of Reactive Organic Compounds (ROC) or Nitrogen Oxides (NOx) would result from a project. Furthermore, significant construction-related air quality impacts would result if fugitive dust emissions are generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public.

Construction Related Impacts: Construction of the proposed project would result in temporary, though less than significant, air quality impacts due to the use of heavy construction equipment and potential generation of fugitive dust. The implementation of standard building and grading permit conditions, however, assures that these impacts are less than significant. Those conditions to be imposed upon the project per policy include the following:

- 1) In order to reduce impacts associated with NOx emissions (a precursor to ozone) the following measures shall be implemented:
 - a) Equipment engines should be maintained in good condition and in proper tune, as per manufacturer's specifications.
 - b) During the smog season (May through October), the construction period should be lengthened so as to minimize the number of vehicles and equipment operating at the same time.
- 2) During clearing, grading, earth moving, or excavation operation, excessive fugitive dust emissions shall be controlled by regular watering, paving construction roads, or other dust preventive measures using the following procedures:
 - a) All material excavated or graded shall be sufficiently watered to prevent excessive amounts of dust. Watering shall occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day.
 - b) All clearing, grading earth moving, or excavation activities shall cease during period of high winds (i.e., greater than 20 mph averaged over one hour) so as to prevent excessive amounts of dust.
 - c) All material transported off site shall be either sufficiently watered or securely covered to prevent excessive amounts of dust.
 - d) Facemasks shall be used by all employees involved in grading or excavation operations during dry period to reduce inhalation of dust, which may contain the

- fungus that causes Valley Fever.
- e) The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized so as to prevent excessive amounts of dust.
- 3) After clearing, grading, earth moving, or excavation operations, and during construction activities, fugitive dust emissions shall be controlled using the following procedures:
 - a) All inactive portions of the construction site shall be seeded and watered until grass cover is grown.
 - b) All active portions of the construction site shall be sufficiently watered to prevent excessive amounts of dust.
 - 4) At all times, fugitive dust emissions shall be controlled by assuring that streets adjacent to the project site shall be swept as needed to remove silt, which may be accumulated from construction activities so as to prevent excessive amounts of dust. Construction activities should utilize new technologies to control ozone precursor emissions as they become available and feasible.

Operational Related Impacts: Both the proposed project's vehicular and non-vehicular operation related impacts were calculated using the California Emission Estimator Model (CALEEmod) (Version 2013.2) software program. Non-vehicular sources include fuel combustion emissions, solvent use, propellants, and those contained within aerosol and non-aerosol consumer products, pesticide applications and mobile utility equipment such as lawn and garden equipment. The modeling results (included in Appendix A) indicate the proposed project would not exceed the VCAPCD recommended significant thresholds for ROG and NOx. Table 1 below provides a summary of the project-related emissions (adjusted total), which would not exceed the 25 lbs/day VCAPCD significant threshold for ROG or the 25 lbs/day NOx threshold. **The project's daily operational air emissions would therefore be less than significant.**

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

Project Component	Emissions (lbs/day)	
	ROG	NOx
Area	7.2	0.2
Energy	0.1	1.1
Mobile	15.1	12.4
Total	22.4	13.7

b, c) The Ventura County Air Basin is currently a non-attainment area for both the federal and state standards for ozone and the state standards for PM10. When population growth exceeds the forecasts upon which the Air Quality Management Plan is based, emission inventories could be surpassed, which could affect attainment of standards as a result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of the air pollutants. However, as indicated above, the 2005 General Plan, the Saticoy & Wells Community Plan and Development Code, the certified EIRs, and Statement of Overriding Considerations projected a 2025 population projection of 126,153 which exceeds the Ventura County Air Quality Management Plan population forecasts by 2,508 persons. The proposed project would introduce 193 dwelling units, which is within the 1,883 dwelling units allotted within the Saticoy Community Plan area. Furthermore, this is consistent with the 1,990 dwelling units envisioned for the Saticoy Community Plan area in the 2005 General Plan. The changes to the environment proposed by the project would not result in Air Quality Management Plan impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and Statement of Overriding Considerations. Therefore, the proposed project would not result in delayed attainment of air

quality standards. **Cumulative impacts would therefore be less than significant and the Project's contribution to cumulative air quality impacts would not be cumulatively considerable.**

d) Sensitive receptors are the segments of the public most susceptible to respiratory distress, such as children under 14, the elderly over 65, persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptors are located near schools and hospitals. While, there are no schools or hospitals within the immediate project vicinity, there are existing residential dwellings located immediately west of the project site. As a result, grading within the project area could generate temporary emissions of fugitive dust. As mentioned above, the VCAPCD has not adopted significance thresholds for construction related emissions since such emissions are temporary. Nevertheless, the Ventura County Air Quality Assessment Guidelines (October 2003) recommend various techniques to reduce construction-related emissions associated with individual developments. These include techniques to limit emissions of both ozone precursors (NOX and ROC) and fugitive dust (PM10) and are identified below and are implemented as standard building and grading permit conditions:

- *Minimize equipment idling time.*
- *Maintain equipment engines in good condition and in proper tune as per manufacturers' specifications.*
- *Lengthen the construction period during smog season (May through October), to minimize the number of vehicles and equipment operating at the same time.*
- *Use alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), or electric, if feasible.*
- *The area disturbed by clearing, grading, earth moving, or excavation operations shall be minimized to prevent excessive amounts of dust.*
- *Pre-grading/excavation activities shall include watering the area to be graded or excavated before commencement of grading or excavation operations. Application of water (preferably reclaimed, if available) should penetrate sufficiently to minimize fugitive dust during grading activities.*
- *Fugitive dust produced during grading, excavation, and construction activities shall be controlled by the following activities:*
 - a) *All trucks shall be required to cover their loads as required by California Vehicle Code §23114.*
 - b) *All graded and excavated material, exposed soil areas, and active portions of the construction site, including unpaved on-site roadways, shall be treated to prevent fugitive dust. Treatment shall include, but not necessarily be limited to, periodic watering, application of environmentally-safe soil stabilization materials, and/or roll-compaction as appropriate. Watering shall be done as often as necessary and reclaimed water shall be used whenever possible.*
- *Graded and/or excavated inactive areas of the construction site shall be monitored by the City Building Inspector at least weekly for dust stabilization. Soil stabilization methods, such as water and roll-compaction, and environmentally-safe dust control materials, shall be periodically applied to portions of the construction site that are inactive for over four days. If no further grading or excavation operations are planned for the area, the area should be seeded and watered until grass growth is evident, or periodically treated with environmentally-safe dust suppressants, to prevent excessive fugitive dust.*
- *Signs shall be posted on-site limiting traffic to 15 miles per hour or less.*
- *During periods of high winds (i.e., wind speed sufficient to cause fugitive dust to impact adjacent properties), all clearing, grading, earth moving, and excavation operations shall be curtailed to the degree necessary to prevent fugitive dust created by on-site activities*

and operations from being a nuisance or hazard, either off-site or on-site. The site superintendent/supervisor shall use his/her discretion in conjunction with the APCD in determining when winds are excessive.

- Adjacent streets and roads shall be swept at least once per day, preferably at the end of the day, if visible soil material is carried over to adjacent streets and roads.
- Personnel involved in grading operations, including contractors and subcontractors, should be advised to wear respiratory protection in accordance with California Division of Occupational Safety and Health regulations.
- All project construction and site preparation operations shall be conducted in compliance with all applicable VCAPCD Rules and Regulations with emphasis on Rule 50 (Opacity), Rule 51 (Nuisance), and rule 55 (Fugitive Dust), as well as Rule 10, (Permits Required).
- Prior to grading and construction activities, residents of the area shall have access to the APCD Complaint Telephone Number (805) 654-2797 by posted signs on the project site.

Compliance with the above mentioned techniques would be required as part of any future grading permits granted for the project site. This would reduce temporary impacts to sensitive receptors to less than significant levels.

In addition, the demolition of the existing greenhouse structures on-site could disturb asbestos containing materials (ACMs). Demolition activity that disturbs friable asbestos could potentially create health hazards for receptors in the vicinity of individual demolition sites. However, all demolition activity involving ACMs is required to be conducted in accordance with VCAPCD Rule 62.7, which requires VCAPCD notification and use of licensed asbestos contractors to remove all ACMs prior to demolition. **Compliance with Rule 62.7 on all future demolition and construction activity would reduce impacts to a less than significant level.**

e) The Saticoy Sanitation District is located south of the adjacent site. The physical plant consists of two sequencing batch reactors an approximately three acres of effluent percolation ponds. Solids are contained with a Geotube Technology that alleviates any odor issue. The Saticoy Sanitation District is located downwind from the project making any detectable odors from the ponds infrequent. No objectionable odors would be expected to be generated from the proposed residential dwellings. **No impact would occur.**

Reference:

- Q 2005 General Plan EIR;
- T Saticoy and Wells Community Plan and Code EIR Section 4.3 Air Quality;
- U California Emission Estimator Model (CALEEmod) (Version 2011.1.1) report
- Y Ventura, City of. City Council Resolutions 2005-071, 2006-056, 2007-049, Certifying EIR-2452 B
- Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473

IV. BIOLOGICAL RESOURCES	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" 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"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. The only habitat type identified within the project site is agriculture (Saticoy FEIR, Figure 4.4-1 Habitat Types).

Explanation:

a, b, c) Agriculture is the only habitat type identified with the project site, but agriculture is not classified as Environmentally Sensitive Habitat Areas (ESHA). Therefore, the proposed project would not 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, because no listed species are known or expected to occur at the project site. **No impact would occur.**

The project site is located adjacent to the Brown Barranca. The project proposes to improve the existing bridge over the Brown Barranca, which connects to Lirio Avenue, to be used for emergency access purposes only, but no project improvements result in any modifications to the Brown Barranca.

The Saticoy FEIR identifies several long-term roadway and intersection improvement projects that are required to maintain the City's performance standards under Year 2025 conditions. Included in this overall transportation improvement program is the extension of North Bank Drive from the eastern City Limits (the proposed project's western boundary) to Wells Road (Highway 118). The proposed project is designed to not preclude the extension of North Bank Drive improvements from the eastern City Limits through the northeast portion of the project site, where it would ultimately cross the Brown Barranca and connect to Nardo Street; however, the proposed project does not include construction of the bridge/roadway connecting to Nardo Street. The proposed project would also be required to contribute "fair share" fees (both City and County) toward the construction of needed improvements, or some combination thereof for the extension of North Bank Drive. CEQA compliance will be required as part of that project prior to the construction of the extension.

If any of the roadway improvements would be located within the defined channel of the Brown Barranca, permits may be required prior to construction if the Army Corps of Engineers, Department of Fish and Wildlife, and the Regional Water Quality Control Board asserts its jurisdictional authority.

As described in the Saticoy FEIR, Policy 11J requires the incorporation of green design and infrastructure using low impact development techniques to protect this watercourse. Specifically, Action 11.3.29 requires landscaping to reduce water demand, retain runoff, decrease flooding, and recharge groundwater through the selection of plants, soil preparation, and the installation of appropriate irrigation systems. In addition, the proposed project would follow the "infill first" strategy promoted in the 2005 General Plan and also promotes "green development" in order to manage natural resources within the project area. Action 1.9 of the 2005 General Plan requires the use of native landscaping adjacent to rivers, creeks, and barrancas, which addresses the potential indirect adverse effects to downstream fish, wildlife and vegetation. Finally, if project development would require construction within areas of state and federal resource agency jurisdiction, the project applicant would need to comply with Mitigation Measures BIO-2(a through c), included in the Saticoy FEIR. **Therefore, the project's potential to impacts on riparian habitat and other sensitive natural communities, and federally protected wetlands communities would be less than significant.**

d) The proposed project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service, because the project site is not considered to be conducive to important biological resources or their habitat. Hence candidate, sensitive, or special status species or habitat, nor migratory fish and wildlife and their associated habitat, are not thought or known to exist on the site. The project site does not meet habitat needs for plants and animals, nor does it promote wildlife migration or movement. **No impact would occur.**

e, f) The proposed project would not conflict with any local policies or ordinances protecting biological resources, nor conflict with the provisions of an adopted habitat conservation plan, because there are no such plans or provisions affecting the project site. Implementation of the proposed project would be consistent with the 2005 General Plan EIR and would not create impacts not already considered in the Saticoy and Wells Community Plan and Development

Code EIR. **No impacts would occur.**

Reference:

R (2005 General Plan EIR, Section 4.4 (Biological Resources), pgs. 4.4-1 through 4.4-32);
T Saticoy and Wells Community Plan and Code EIR, Section 4.4, Biological Resources

<u>V. CULTURAL RESOURCES</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. There are no National, State, or local historic resources or points of interest on the project site but there are historically significant properties in the vicinity.

Explanation:

a) Historic designations may be given to a property by National, State, or local authorities. In order for a building to qualify for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a locally significant property in the City of Ventura, it must meet one or more identified criteria of significance. The property must also retain sufficient architectural integrity to continue to evoke the sense of place and time with which it is historically associated. There are no National, State, or local historic resources or points of interest on the project site. According to the Saticoy FEIR, the following buildings are considered significant properties and are located in the vicinity of the project site.

Saticoy Walnut Growers Association Warehouse. The Saticoy Walnut Growers Association Warehouse was constructed in 1917 and is located at 1235 E. Wells Road. This structure was used for drying and shipping Diamond Brand walnuts and is one of two large agricultural warehouses in Saticoy located on opposite sides of the Southern Pacific Railroad tracks. This site is registered as Ventura County Historical Landmark No. 117 and recorded on the SCCIC site record map as site 56-152244. The California State Historic Resources Inventory (HRI) indicates that this site is listed on the California Register and is determined eligible for listing on the National Register. This building is located approximately 0.15 miles north of the project site.

Saticoy Bean Warehouse. The Saticoy Bean Warehouse was built in 1917 and is located at 10995 Azahar Street. This structure served the area's important local lima bean industry. Along with the Saticoy Walnut Growers Association Warehouse, this structure stands today as a reminder of the Saticoy and Wells agricultural history and the growth of the farming cooperative movement in California. This site is registered as Ventura County Historical Landmark No. 118 and recorded on the SCCIC site record map as site 56152245. The HRI indicates this site is listed on the California Register and is determined eligible for listing on the National Register. This building is located approximately 0.17 miles northeast of the project site.

Farmers and Merchants Bank of Santa Paula-Saticoy Branch. This bank was built in 1911 serving as the first branch bank in Ventura County and is located at 1203 Los Angeles Avenue. The bank was built in a neo-classical style and is a reminder of Saticoy's vitality as an important agricultural shipping community around the turn of the century. The HRI indicates that this site is listed on the California Register and is determined eligible for listing on the National Register. This building is located approximately 0.21 miles northeast of the project site. Due to the distance between these sites and the project site, the proposed project would not adversely affect the context or integrity of the resources. **No impact to historic resources would occur.**

b-d) The project site is not known to contain any archaeological resources, human remains, or paleontological resource (Saticoy and Wells Community Plan and Development Code Final EIR). Though no archaeological or paleontological resources are known to be present onsite, project construction has the potential to disturb as yet undiscovered archaeological resources during grading. In the unlikely event that human remains are discovered during implementation of the proposed project, California Health and Safety Code §7050.5, Public Resources Code § 5097.98, and §15064.5 of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that, if human remains are encountered during excavation, all work must halt, and the County Coroner must be notified (Section 7050.5 of the California Health and Safety Code). The coroner would determine whether the remains are of forensic interest. If the coroner, with the aid of the supervising archaeologist, determines that the remains are prehistoric, the coroner would contact the Native American Heritage Commission (NAHC). The NAHC will be responsible for designating the most likely descendant (MLD) responsible for the ultimate disposition of the remains, as required by Section 5097.98 of the Public Resources Code. The MLD should make his/her recommendations within 48 hours of their notification by the NAHC. This recommendation may include A) the non-destructive removal and analysis of human remains and items associated with Native American human remains; (B) preservation of Native American human remains and associated items in place; (C) relinquishment of Native American human remains and associated items to the descendants for treatment; or (D) other culturally appropriate treatment. The proposed project would not substantially degrade the quality of a known archeological resource within the City or result in the disturbance of human remains. **Therefore, impacts would be less than significant.**

Reference:

R (2005 General Plan EIR, Section 4.5 (Cultural and Historic Resources), pgs. 4.5-1 through 4.5-18);

T (Saticoy and Wells Community Plan and Code EIR, Section 4.5, Cultural and Historic Resources)

VI. GEOLOGY AND SOILS	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the Project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. The project site is located outside the Ventura-Foothill Alquist-Priolo earthquake fault zone. The majority of the proposed project is located within a Liquefaction Hazard Zone.

Explanation:

a(i), a(ii) Implementation of the proposed project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, or seismic-related ground failure, including liquefaction. As identified in the 2005 General Plan EIR, Figure 4.6-1, the project site is located outside the Ventura-Foothill Alquist-Priolo earthquake fault zone by approximately 1.5 miles, and the project site is located well outside a 100-foot buffer from the nearest potentially active earthquake fault (the Country Club fault is approximately 0.5 miles north of the project

site). In addition, new construction would be required to comply with the California Building Code requirements that minimize seismic related events. **Impacts would be less than significant.**

a(iii), c) According to Figure 4.6-2 of the Saticoy FEIR, the majority of the proposed project is located within a Liquefaction Hazard Zone. A geotechnical report completed by Earth Systems Southern California (included in Appendix B) reaffirmed the project site's potential for liquefaction within relatively thin layers of soil at both the northern and southern soil regimes. However, the report concludes that should liquefaction occur in these layers, the amount that the surface might settle (1-2 to 3-4 inch) is within a range considered tolerable by typical residential construction. In addition, new construction would be required to comply with California Building Code requirements, and the geotechnical report includes standard grading techniques and foundation design recommendations for site development that would minimize potential adverse effects from strong seismic ground shaking or liquefaction hazards. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR. **Compliance with the applicable Building Code requirements and the recommendations contained with the Geotechnical Investigation would reduce impacts to a less than significant level.**

The Geotechnical Report prepared for the proposed project determined that lateral spreading may pose a potential hazard to site development during a design level seismic event. However, the Geotechnical Report concluded that the potential risks of instability would be sufficiently reduced by the depth to the potentially unstable layer (42 feet) and the overlying soils, which consist of granular, dense and essentially horizontally stratified materials. **Impacts would be less than significant.**

a(iv), b) Implementation of the proposed project would not expose people or structures to potential substantial adverse effects from landslides because the project site and the surrounding areas are relatively flat and are not located in a known landslide area (Figure 4.6-2, 2005 General Plan FEIR). **Impacts would be less than significant.**

Implementation of the proposed project would not result in substantial soil erosion or loss of topsoil because the volume of earth movement and area of exposed soils would be relatively insignificant and compliance with standard conditions and best management practices already required through the City's building review process would minimize any potential for substantial soil erosion. **Impacts would be less than significant.**

d) According to the County of Ventura's General Plan Hazards Appendix, expansive soils are scattered throughout Ventura County. However, their potential impact on structures is limited to just a few developed areas: portions of the Ojai Valley, the Camarillo Hills, and areas around the community of Moorpark (County of Ventura, 2011). The geotechnical investigation prepared for the project site did not identify the presence of expansive soils. Furthermore, the grading and foundation design recommendations contained within the geotechnical investigation would effectively eliminate any unforeseen potential impacts related to expansive soils. **Therefore, impacts resulting from the presence of expansive soil impacts would be less than significant.**

e) The proposed project would connect to the City's wastewater collection system and thus septic systems would not be used to collect and treat on-site wastewater. **Therefore, no impact would occur.**

Reference:

R (2005 General Plan EIR, Section 4.6 (Geologic Hazards), pgs. 4.6-1 through 4.6-32);
 T (Saticoy and Wells Community Plan and Code EIR, Figure 4.6 Liquefaction Hazard Areas);
 G Geotechnical Engineering Report for Proposed Residential Development, June, 2013
 E California Geological Survey (CGS). 2005. Fault Mapping in California. Website accessed
 September 2013 and May 2015. <http://www.conservation.ca.gov/cgs/rghm/Pages/Index.aspx>

VII. GREENHOUSE GAS EMISSIONS	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 an 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"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses.

Explanation:

a, b) Neither the Ventura County Air Pollution Control District (VCAPCD) nor the City of Ventura has adopted a plan, policy, or regulations for the purpose of reducing the emissions of Greenhouse Gases (GHG) to a level that would be considered less than significant under CEQA. As no such plan, policy, or regulation has been adopted, the proposed project cannot conflict with an adopted plan, policy, or regulation for the purpose of reducing the emissions of greenhouse gases. However, the South Coast Air Quality Management District (SCAQMD) and California Air Quality Pollution Control officers Association (CAPCOA) have each adopted thresholds of significance for GHGs.

The South Coast Air Quality Management District (SCAQMD) has adopted quantitative significance thresholds for GHGs. The SCAQMD has also convened a GHG CEQA Significance Threshold Working Group, the goal of which is to develop and reach consensus on an acceptable CEQA significance threshold for GHG emissions that could be utilized on an interim basis until CARB or another state agency developed statewide guidance on assessing the significance for GHG emissions under CEQA. In September 2010, the Working Group announced its more recent iteration of the draft thresholds, which recommended a single numerical threshold for all non-industrial projects of 3,000 MT CO₂e per year (million metric tons Carbon Dioxide Equivalent). Based upon the results of the California Emission Estimator Model (CALEEmod) (Version 2013.2) software program (included in Appendix A), the proposed project is expected to generate approximately 2,493 MT CO₂e per year, which is less than the 3,000 MT CO₂e per year threshold established by SCAQMD. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR. **Therefore impacts would be less than significant.**

Reference:

O South Coast Air Quality Management District. 2010. *Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting #15.*
<http://www.aqmd.gov/ceqa/handbook/GHG/2010/sept28met/sept29.html>

B California Air Pollution Control Officers Association (CAPCOA). January 2008. *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.*

VIII. HAZARDS AND HAZARDOUS MATERIALS	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter 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 materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a safety hazard for people residing or working in a project area 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in a safety hazard for people residing or working in a project area within the vicinity of a private airstrip?	<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"/>
Environmental Setting:				

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses.

Explanation:

a-b) The proposed project would involve the construction of residential dwellings that typically do not use or store large quantities of hazardous materials. However, potentially hazardous materials such as fuels, lubricants, and solvents would be used during grading and construction of the proposed project. Additionally, the transportation of hazardous materials along railroad lines could potentially create a public safety hazard for new development that could be accommodated along major transportation corridors. While the odds of occurrence are less for hazardous materials incident along a railroad, the severity is potentially greater because of the numerous rail tanker cars involved and the potential for chemicals and explosive substances being mixed together. When properly contained these materials present no hazard to the community. Currently, the rail line located north of the project site is not in use however should the rail line be used in the future, the Ventura County Transportation Commission (VCTC) indicates that it would be used for freight trains operating one or two times per week, with short trains consisting of four to five cars at a maximum speed of 20 miles per hour.

The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multihazard Functional Response Plan that addresses the City's planned response to extraordinary emergency situations including incidents involving major hazardous material upset. The transport, use, and storage of hazardous materials during the construction of the project would be conducted in accordance with all applicable state and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and the California Code of Regulations, Title 22. Compliance with all applicable laws and regulations as well as continuing participation and maintenance of the SEMS Multihazard Functional Response Plan during and subsequent to the construction of the proposed project would reduce the potential impact associated with the routine transport, use, storage, or disposal of hazardous materials to a less than significant level and no mitigation is required. **Impacts would be less than significant.**

c) The closest school to the project site is Saticoy Elementary School, which is located 0.7 miles to the north. The proposed site development program and future residential uses would not result in the release hazardous materials into the environment. **No impact would occur.**

d) The 1962 Saticoy County Landfill (56-CR-0021) is a closed landfill burn dump located approximately 800 feet away from the residential portion of the proposed Project. The closed landfill is identified by Environmental Data Resources and Saticoy and Wells FEIR, Figure 4.7-1, as a known or suspected contaminated site. According to CalRecycle, burn dumps typically contain little biodegradable organic material because of the combustion of waste materials and the age of sites preclude the potential for significant landfill gas to be generated at burn dump sites. The site is owned by the County of Ventura and is used by the County of Ventura Public Works Agency for stockpiling materials. The site is inspected quarterly by the County Environmental Health Division. Since 2006, there have been no violations or areas of concern reported at the site and there are no reported enforcement actions on record.

Action 7.27 of the 2005 General Plan Action requires proponents of projects on or immediately adjacent to lands in industrial, commercial or agricultural use to undertake soil and groundwater

contamination assessment in accordance with ATSM standards, and requires remediation if necessary. The assessment and clean-up of the project site may be required as part of grading activities if grading activities would disturb any areas containing contaminated soils. Any clean-up activities would be completed in accordance with existing regulations and oversight would be provided by the Ventura County Certified Unified Program Agency (CUPA) and the RWQCB. Any site clean-up activities would comply with the requirements of the City of Ventura Fire Department (the administering agency for CUPA). Furthermore, the 2005 General Plan includes the following policy and actions intended to minimize human exposure to hazardous substances:

- Policy 7D* Minimize exposure to air pollution and hazardous substances.
- Action 7.20* Require air pollution point sources to be located safe distances from sensitive sites such as homes and schools.
- Action 7.24* Only approve projects involving sensitive land uses (such as residences, schools, daycare centers, playgrounds, medical facilities) within or adjacent to industrially designated areas if an analysis provided by the proponent demonstrates that the health risk will not be significant.
- Action 7.25* Adopt new development code provisions that ensure uses in mixed-use projects do not pose significant health effects.
- Action 7.27* Require proponents of projects on or immediately adjacent to lands in industrial, commercial, or agricultural use to perform soil and groundwater contamination assessments in accordance with American Society for Testing and Materials standards, and if contamination exceeds regulatory action levels, require the proponent to undertake remediation procedures prior to grading and development under supervision of the County Environmental Health Division, County Department of Toxic Substances Control, or Regional Water Quality Control Board (depending upon the nature of any identified contamination).
- Action 7.28* Educate residents and businesses about how to reduce or eliminate the use of hazardous materials, including by using safer non-toxic equivalents.
- Action 7.29* Require non-agricultural development to provide buffers of 50 feet or more from agricultural operations to minimize the potential for pesticide drift.
- Action 7.30* Require all users, producers, and transporters of hazardous materials and wastes to clearly identify the materials that they store, use, or transport, and to notify the appropriate City, County, State and Federal agencies in the event of a violation.
- Action 7.31* Work toward voluntary reduction or elimination of aerial and synthetic chemical application in cooperation with local agricultural interests and the Ventura County agricultural commissioner.

A Phase I Site Assessment was completed by Criterion Environmental in June 2013 (Appendix C). On May 31, 2013, the site was inspected for evidence of hazardous materials storage and usage, existing signs of contamination, hazardous waste generation, waste disposal activity, and similar environmental concerns. Surrounding land uses were also identified for similar concerns which might impact the project site. Based on the local records reviewed, there is no indication that any unusual or large quantity of hazardous materials are currently being used or stored on

the project site. Building and Safety Records included California Water Resources Board Hazardous Substance Storage Statements concluding that in 1984, three underground storage tanks (USTs) were located at the subject site. One tank contained 3,000 gallons of unleaded fuel, the second tank contained 4,000 gallons of regular fuel, and the third tank contained up to 2,000 gallons of solvent. Building and Safety records further concluded that in 1987, a permit application was filed with the Ventura County Environmental Health Department (VCEHD) to abandon these tanks. It appears that sampling was performed under the tanks after removal, however no sampling results could be found. In addition, 3 propane tanks (499 gallons each) were previously located on-site and were used to assist powering wind mills. According to the Phase I Study completed for the site, these tanks would likely not pose a significant subsurface environmental risk to the property. Nevertheless, development of the project site would have the potential to expose less than significant quantities of hazardous materials to the public.

The proposed project would be required to be consistent with the General Plan's Goals and policies and the City's hazardous materials remediation procedures, and impacts related to hazards and safety were evaluated in the 2005 General Plan EIR and the Saticoy FEIR and were considered less than significant. **Therefore, potential hazardous materials impacts resulting from development of the proposed project would be less than significant.**

e, f) The project site is not located within an airport land use plan, or within 2 miles of a public or private airport. The closest airport is the Camarillo Airport which is located approximately 8.2 miles southeast of the project site. Therefore, the proposed project would not create an airport-related safety hazard. **No impact would occur.**

g) Construction activities that may temporarily restrict vehicular traffic would be required to implement adequate measures to facilitate the passage of people and vehicles through/around any required road closures. Any road closures would have to be approved the City Public Works Department and would have to conform to all applicable standards.

Access to the project site would be taken from an extension of North Bank Drive. Additionally the project proposes to improve the existing bridge over the Brown Barranca which connects to Lirio Avenue to be used for emergency access purposes only. During each phase of development, on-site access would be required to comply with standards established by the City Public Works Department. The size and location of fire suppression facilities (e.g., hydrants) and fire access routes would be required to conform to City of Ventura Fire Department standards. As required of all development in the City, the proposed project would conform to applicable Uniform Fire Code standards. The submittal of plans in conformance with Uniform Fire Code standards would be a condition of project approval and compliance would be confirmed as part of the Building and Safety plan check process. As with any development, access to and through the residential area of the project would be required to comply with the required street widths, as determined in the California Building Code, Master Plan of Streets, and the Uniform Fire Code. Therefore, implementation of the proposed project would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan and no mitigation is required. **Impacts would be less than significant.**

h) The project site is not located in an area that has been designated as a Very High Fire Hazard Severity Zone by CAL FIRE (http://www.fire.ca.gov/fire_prevention/fire_prevention_wildland_zones_maps.php accessed September 23, 2013, and May 2015). The site is located in an urbanized area and is not adjacent to wildland areas. Implementation of the proposed project would not place people or structures at risk due to wildland fires. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR. **No impacts would occur.**

Reference:

Q (2005 General Plan EIR, Section 4.7 (Hazards and Hazardous Materials), pgs. 4.7-1 through 4.7-20);

T (Saticoy and Wells Community Plan and Code EIR, Figure 4.7, Known or Suspected Contaminated Sites.);

F Phase I Environmental Site Assessment, June, 2013

V County of Ventura General Plan. 2011. General Plan Hazards Appendix.

IX. HYDROLOGY AND WATER QUALITY	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through 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 checked="" type="checkbox"/>	<input type="checkbox"/>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>
j) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses.

Explanation:

a, f) Project related grading and construction would require temporary disturbance of surface soils and removal of vegetative cover which could potentially result in erosion and sedimentation on site. Therefore, any stockpiles and excavated areas would be susceptible to high rates of erosion from wind and rain and, if not managed properly, could result in increased sedimentation in local drainages. Furthermore, stormwater runoff is often contaminated with petroleum hydrocarbons and heavy metals, especially when the source of urban runoff is paved roadways and the runoff is generated by the first storm of the winter season. The proposed project would increase the percentage of non-pervious surfaces on-site and therefore it could increase the volume of runoff containing pollutants of concern, such as sediment, metals, nutrients, pesticides, pathogens, trash, and debris.

The proposed project would be subject to the requirements of the City's MS-4 permit, which establishes limits for the concentration of contaminants allowed to enter the storm drain system. The MS-4 permit also requires the incorporation of applicable structural and non-structural BMPs such as landscaped areas for infiltration, filters and/or basins, and/or other approved methods that intercept stormwater and effectively prohibit pollutants from discharging into the storm drain system. Additionally, the proposed project would be required to install City approved trash excluders in stormwater inlets to reduce trash outflow to the Santa Clara River and would be required to design storm drains that conform to the standards approved by the City Engineer. **Compliance with the City's MS-4 Permit will ensure water quality impacts from runoff during temporary construction activities and long-term operational activities would be less than significant.**

b) The City of Ventura supplies water to the project site. There are presently five distinct water sources providing water to the City water system:

- Casitas Municipal Water District (Casitas)
- Ventura River Foster Park Area (Foster Park)
- Mound Groundwater Basin
- Oxnard Plain Groundwater Basin (Fox Canyon Aquifer)
- Santa Paula Groundwater Basin

The City also provides reclaimed water from the Ventura Water Reclamation Facility. In addition, the City has a 10,000 acre feet per year (AFY) contract amount from the California State Water Project, which is not utilized within the City service area because there are no facilities to deliver

the water to the City.

A significant impact would occur if sufficient domestic and/or fire protection water supply were not available to serve the proposed project's current and long-term needs.

The 2005 General Plan FEIR estimated the total water available for City use in 2015 to be 28,262 AFY. This number was based on the 2000 Urban Water Management Plan (UWMP). However, the 2010 UWMP, amended in 2011, estimated the total water available for City use to be 22,000 AFY (based on Casitas MWD demands declining from 6,000 to 5,000 AFY). The 2010 UWMP estimated a 6.5% annual water loss (due to leaks in the infrastructure and evaporation); therefore the total water available for City use in 2015 is estimated to be approximately 19,700 AFY.

Based on a detailed analysis of the City's water supply and demand, the City's 2015 Comprehensive Water Resources Report (2015 CWRR), adopted in May 2015, concluded that projected 2015 drought water supply numbers are less than the projected water demand numbers. This indicates that if the current drought condition continues, the City will need to go in to mandatory conservation measures and/or pay penalties for overuse of the City's water supply sources. The City's existing water use today is 16,995 AFY.

The proposed land development project includes 123 single-family dwellings, 30 attached dwellings, and 40 multi-family dwellings. The water demand estimate of 66.99 AFY for this project was calculated using the water demand factors from 2013 CWRR (consistent with the demand factors from the 2014 and 2015 CWRR). It is noted that this project lies within the service boundary of the United Water District. The project currently is utilizing water from the Santa Paula Basin via water allocation as a member of the Santa Paula Basin Pumpers Association. Upon annexation the property would utilize water from Ventura Water.

The Estimated Average Day Water Demand Table below shows the estimated water demand for the proposed Project. Water demand factors applied to estimate the Project's water demand were based on the City of Ventura's Comprehensive Water Resources Report (CWRR), which is based on land use type, number of dwelling units, and building square footage. Factors also account for water loss and are generally considered to be conservative.

Estimated Average Day Water Demand

Use	No. Units	Avg Day Demand (gpd)	Ave Day Demand (gpm) ¹	Ave Day Demand (AFY) ²
Single Family	123	250/du	21.18	34.17
Multi-Family	70 sf	250/du	13.54	21.84
Parks	4.9 acres	9,800	6.98	10.98
Project Total			41.7	66.99

du – dwelling unit

AFY – acre feet per year

¹ *gpm was calculated by multiplying the demand factor by the unit number then dividing by 1,440 (the number of minutes in a day)*

² *afy was calculated by multiplying the demand factor by the unit number then multiplying by 365 and dividing by 325,853.38 (the number of gallons in an acre foot)*

Source: RBF Consulting, Comprehensive Water Resources Report, July 2013.

The stated goal of the City is to deliver a reliable and high quality water supply for customers, even during dry periods. According to a Water System Hydraulic Evaluation and Supply Discussion by RBF Consulting, Dated July 18, 2013, the proposed project's water demand is estimated to be 66.99 AFY. According to the 2015 CWRR, total Citywide demand, including demand from development applications for which permits have been granted, was 17,601 AFY in 2013, 17,343 in 2014, and estimated at approximately 17,660 AFY in 2015, and 18,428 AFY in 2020. It is assumed the project would be built out between 2016-2020. Therefore, the total water demand at project buildout is estimated to be 17,726.99 AFY (17,660 AFY + 66.99 AFY). This is within the City's conservative estimate of 2015 water supply, equaling 19,560-20,960 AFY and 2020 water supply equaling 19,767-23,667 AFY. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted under these estimates.

The current (normal year) available water supply for the City per the 2015 CWRR is 19,600 acre feet per year (AFY). Drought condition water supply for 2015 is estimated to range from a low of 14,888 AFY to high 16,888 AFY. With the current drought conditions the estimated drought water supply is very close to current demand in the City.

The 2015 CWRR includes information on tightening water supply restrictions. The report also includes estimated total future water demands based on existing water demands (17,167 AF baseline demand) plus estimated demands for approved development projects (1,128 AF). The total future water demand (18,298 AF) estimates do not account for any other recently initiated or pending projects.

CWRR indicates that "the spread between the current water demand and the current water supply is very tight, and in some conditions the supply could be less than the demand." This presents challenges for the City moving forward in its ability to allocate water supply to development projects what that will generate additional water demands.

The City's Water Supply Contingency Plan specifics the Six Water Shortage Stages Triggers and Demand Reduction Goals for the delivery of water citywide. Depending on the time that building permits are issued additional measures may be necessary to comply with the demand reduction goals of the current stage.

Standard Conditions of Approval for maps include the following requirement:

1. The property shall relinquish any water rights associated with the property to the City.

For any additional water supply required to meet the estimated water demand of the proposed project (66.99 AF), in addition to the water rights relinquished to the City, Standard Conditions of Approval for development projects shall include the following two requirements:

2. The development shall utilize best management practice (BMP) low water use standards.
3. Water in-lieu fee payments shall be made if such a system is in place at the time building permits are issued; if no in-lieu fee is in place when building permits are issued, the

applicant shall acquire and secure water rights that are acceptable and deemed transferrable to the City.

Based on these findings, the proposed development project will be reevaluated at the time building permits are issued and buildings permits will be issued contingent upon an adequate water supply available for this project. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR, **impacts would be less than significant.**

c, d) The proposed project's construction and grading activities would involve on-site operation of heavy equipment, excavation, and grading. The project site is relatively flat, so the potential for soil erosion is considered low, but peak stormwater runoff could result in short-term sheet erosion within areas of exposed soils. Jensen Design and Survey completed an MS-4 compliance review for the proposed project, which has been included as Appendix D. The compliance review found that the existing site contains 1.5 acres of impervious area and is approximately 6% impervious. Existing runoff sheet flows in a southerly direction towards the Santa Clara River. Improvements would add 10.5 acres of impervious area to the site, increasing percent imperviousness to approximately 48%. Post developed runoff would be directed to several bio-swales constructed as part of the on-site roadways. Street runoff would therefore be directed to these bioswales prior to entering the on-site storm drain system. A portion of on-site runoff would also be retained via a proposed underground infiltration facility. This facility is proposed beneath the green belt area proposed along the site's southern boundary. The remaining site runoff would be discharged into an offsite storm drain line located along North Bank Drive, which eventually discharges into the Santa Clara River. Preliminary calculations indicate that the Stormwater Quality Design Volume (SQDV) that needs to be treated and/or retained on site is approximately 14,110 cubic feet. The requisite pretreatment runoff volume would be met through utilization of the bio-swales and trash removal devices located along the proposed streets. **The proposed on-site drainage systems would comply with the City's MS-4 Permit, and therefore water quality impacts related to runoff and off-site drainage impacts would be less than significant.**

e, f) As noted above, the proposed project would not significantly contribute to off-site runoff volumes. Nevertheless, the updated Saticoy and Wells Capital Improvement Deficiency study requires new development to either pay their proportionate share for or construct specific improvements so as to mitigate impacts to stormwater drainage systems to a less than significant level. Construction of the proposed on-site drainage improvements and payment of any fees pursuant to the updated Saticoy and Wells Capital Improvement Deficiency Study would ensure that runoff from the project site would not exceed the capacity of the drainage systems in the area. Additionally, the proposed drainage improvements would comply with the City's MS-4 permit. The proposed project is not anticipated to substantially degrade water quality in any other manner. **Impacts would be less than significant.**

g-h) The Federal Emergency Management Agency (FEMA) has defined the 100 and 500 year flood hazard areas within the project area through the publication of Flood Insurance Rate Maps (FIRMs), which establish base flood heights and flood zones for 100 and 500 year storm events. The 100 year storm event is defined as a storm that has a 1% probability of occurring in any given year, while a 500 year storm event has a 0.2% chance of occurring in any given year. A "floodplain," also called a flood zone, is the lowland adjacent to a river, lake, or ocean and is designated by the frequency of the flood that is large enough to cover it. For example, a 100 year floodplain would be covered by a 100 year flood, while a 500 year floodplain would be covered by a 500 year flood. While urban development is typically prohibited within 100 year flood zones, development is not usually restricted within the 500 year flood zone because of the low

probability of flood occurrence.

As indicated on Figure 4.8-1 of the Saticoy FEIR, and current adopted FEMA FIRMs, the project site is located outside of the 100-year flood zone but is located within a 500-year flood zone. Therefore, the probability of a flood occurrence is considered low based upon adopted maps.

In June 2014, the County of Ventura Watershed Protection District posted a draft planning-level analysis related to potential flooding impacts in the East Ventura area, that included the Brown Barranca Kasraie Consulting, 2014). This report performed a detailed analysis of the potential for regional flooding from three barrancas, including the Brown Barranca, which is adjacent to the proposed project. The Kasraie report concluded the subject property may experience flooding in the range of 6-12 inches in depth. This level of flooding would not necessarily require a remapping of the subject property by FEMA or re-categorize the property to be within a 100-year flood plain. Furthermore, as confirmed by the applicant team, the proposed project is conservatively designed so all structures have finished floor elevations at least 12-inches above the 100-year flood elevation as determined in the Kasraie report and consistent with City flood regulations. The final floor elevations will be established during the final design and in conformance with current FEMA guidelines and City flood regulations.

The proposed project would convey regional water flow via newly created streets within the project, as shown on the tentative map. The proposed project will not adversely impact historic water flow to the adjacent Brown Barranca as the project will not drain into the Barranca. The Project will instead drain to the south and west. As all new construction would be required to comply with California Building Code requirements and City's Flood Plain Regulations in Chapter 12.4, the proposed project would not place housing or other structures within a 100-year flood hazard area and/or impede or redirect flows. **Compliance with the applicable Building Code requirements, including the Flood Plain Regulations, would reduce impacts to a less than significant level.**

i) Dam inundation is also a potential flood hazard to the project area. The 2005 General Plan EIR, Table 4.8-1, identifies dams that would have impacts on the project area should they fail. All of these dams meet applicable safety requirements and are 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. According to the Saticoy FEIR, Figure 4.8-2, the project site is located within the Bouquet Dam and Santa Felicia Dam inundation areas. However, response to dam inundation risk is already addressed through notification and evacuation procedures established by the City and the Ventura County Watershed Protection District. Implementation of the proposed project would not require alteration of the evacuation procedures established by the City or the County of Ventura. The proposed project would be required to adhere to existing procedures. **Compliance with these existing requirements would sufficiently reduce flooding impacts to less than significant levels.**

j) Seiches are oscillations of the surface of inland bodies of water that vary in period from a few minutes to several hours. Seismic excitations can induce such oscillations. Tsunamis are large sea waves produced by submarine earthquakes or volcanic eruptions. Since the site is not located close to an inland body of water, **no impact from seiches would occur.**

Furthermore, as the project site is approximately 134 feet above sea level, the project site is located outside of the tsunami hazard zone maps established by the California Department of Conservation for the City of Ventura (http://www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/Ventura/Documents/Tsunami_Inundation_Ventura_Quad_Ventura.pdf Website accessed September 2013)

and May 2015). The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR. This is expected, **No impact would occur.**

Reference:

- R (2005 General Plan EIR, Section 4.7 (Hazards and Hazardous Materials), pgs. 4.7-1 through 4.7-20).
- T Saticoy and Wells Community Plan and Code EIR, Figure 4.7, Known or Suspected Contaminated Sites.
- K RBF Consulting. July 18, 2013. Water System Hydraulic Evaluation and Supply Discussion for Tentative Tract No. 5913 in the City of Ventura; Calculation of Water Demand Impact.
- L RBF Consulting. May 2014. Comprehensive Water Resources Report.
- AA.Ventura, County of. 2014 *Franklin – Brown – Sudden – Clark Barranca 2 – Dimensional Floodplain Analysis*, Kasraie Consulting
- BB. Jensen Design & Survey, Inc. July 29, 2013, *MS4 Compliance Letter Tentative Tract 5913*

X. LAND USE AND PLANNING	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. The 25.10 acre site, which is mostly undeveloped, is located within the 435 acres of land that make up the Saticoy and Wells Community Plan Area. The Community Plan Area is broken up into six neighborhoods. The project site is located within the Southwest neighborhood, which is bisected by the railroad tracks. The Southwest neighborhood's northern boundary is Telephone Road, and its southern boundary is the Santa Clara River. The neighborhood's frontage along the river is identified as an important aspect of the neighborhood's design. With North Bank Drive and the railroad track separating the walled housing tracts to the north from their surroundings, it becomes important to create a pedestrian-friendly block and street structure to enhance the potential livability of this neighborhood.

The General Plan Final EIR and the Saticoy & Wells Community Plan and Development Code Final EIR had identified the following Class 1, unavoidable significant cumulative impact:

- SCAG Forecasts: Growth projections for the 2005 Ventura General Plan exceed the Southern California Association of Governments Regional Comprehensive Plan and

Guide (SCAG RCPG) and Ventura AQMP population forecasts.

The City Council has considered the economic, legal, social, technological, or other benefits of the General Plan and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impact and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations. The current proposal is consistent with the development anticipated within the General Plan and the Saticoy & Wells Community Plan and Development Code.

Explanation:

a) The project site is cut off from neighboring developments to the north because of the existing railroad line. The project site is separated from industrial developments on the eastern side of the Brown Barranca, although the project proposes to improve the existing bridge over the Brown Barranca, which connects to Lirio Avenue to be used for emergency access purposes only, linking to Nardo Road and the Saticoy community to the east. The project is adjacent to an existing Saticoy Sanitation District property to the south, and the Santa Clara River further to the south. Due to the adjacency of the existing Saticoy Sanitation District property and industrial developments, the project has required a sensitive site design that provides a physical and aesthetic buffer from those uses.

The proposed project would create an interconnected and pedestrian friendly grid of streets and would extend North Bank Drive through the site, linking to Nardo Road and the Saticoy community to the east. The Saticoy FEIR identifies several long-term roadway and intersection improvement projects that are required to maintain the City's performance standards under Year 2025 conditions. Included in this overall transportation improvement program is the extension of North Bank Drive from the eastern City Limits (the proposed project's western boundary) to Wells Road (Highway 118). The proposed project is designed to not preclude the extension of North Bank Drive improvements from the eastern City Limits through the northeast portion of the project site, where it would ultimately cross the Brown Barranca and connect to Nardo Street; however, the proposed project does not include construction of the bridge/roadway connecting to Nardo Street. The proposed project would also be required to contribute "fair share" fees (both City and County) toward the construction of needed improvements, or some combination thereof for the extension of North Bank Drive. CEQA compliance will be required as part of that project prior to the construction of the extension.

In addition, the project would further establish interconnected open space areas adjacent to the Santa Clara River and Brown Barranca which would significantly increase recreational opportunities within the neighborhood. The proposed project also includes significant landscaping adjacent to the Saticoy Sanitation District property, as well as a regional park that will provide a substantial buffer and transition area between the Saticoy Sanitation District property and the proposed residential units. Furthermore, the proposed project would be an extension of existing and proposed residential developments to the west and it would establish pedestrian friendly neighborhoods with homes fronting North Bank Drive. **No impact would occur.**

b) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the certified EIR, and Statement of Overriding Considerations projected a 2025 population projection of 126,153 which exceeds the Southern California Association of Governments Regional Comprehensive Plan and Guide (SCAG RCPG) and

Ventura AQMP by 2,508 persons. The proposed project would introduce 193 dwelling units, which is within the 1,883 dwelling units allotted within the Saticoy Community Plan area. Furthermore, this is consistent with the 1,990 dwelling units envisioned for the Saticoy Community Plan area in the 2005 General Plan by 2025. Since adoption of the Saticoy and Wells Community Plan in 2009, permits for approximately 191 residential units have been granted. Therefore, the number of permitted residential units plus the proposed project would not exceed growth forecasts of the 2005 General Plan. The changes to the environment proposed by the project would not result in SCAG RCPG and Ventura AQMP population forecast impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and Statement of Overriding Considerations. **Therefore, the project would not obstruct implementation of the applicable SCAG RCPG and AQMP population forecast and land use and planning impacts would be less than significant.**

The 2005 General Plan promotes smart growth as one way to reduce vehicle miles travelled (VMT) in regional plans. The proposed project would be an infill project that has been designed with the smart growth principles and would be consistent with the vision for the Saticoy and Wells communities described in the 2005 General Plan and the Saticoy and Wells Community Plan and Development Code. The project would be consistent with these plans in so far as it would create a walkable neighborhood with high quality neighborhood amenities that meet the unique needs of the Saticoy and Wells neighborhoods. The project proposes interconnected roadways with sidewalks, which would allow pedestrians safe access to the park space in the project and in the area. The proposed project would also include a bike path that would provide an important link in the City's Bicycle Master Plan.

The proposed project would also be consistent with the following Saticoy and Wells Community Plans policies:

- *Policy 11F - Integrate the design principles of Traditional Neighborhood Development into community-scale and building-scale plans.*
- *Action 11.3.9 - Ensure infill is integrated with surrounding development to achieve continuity of design and scale and connectivity of open space and circulation patterns.*
- *Policy 11G - Promote the development of neighborhood centers at strategic locations to direct investment into the local economy, encourage community vitality, and provide community amenities.*
- *Policy 11K - Improve thoroughfare design and ensure that the circulation system is interconnected and usable by all modes of transportation.*
- *Policy 11N - Develop a rich and interconnected palette of public open spaces in an inspirational manner that facilitates social interaction and a sense of community, and provides ecoservices such as planned sub-basin drainage and storage.*

The 2005 City of Ventura General Plan also envisioned the extension of the City limits to include the unincorporated lands within the project site. The project site is located directly east of the City's incorporated boundaries, and therefore the project is proposing annexation into the City. The Ventura County Local Agency Formation Commission holds approval authority over the proposed annexation and reorganization which will include Detachment from the Ventura County Fire Protection District, Detachment from the Saticoy Sanitary District, Detachment from the Ventura County Resource Conservation District, Detachment from County Service Areas 32 and 33, an Amendment to the Sphere of Influence for the Saticoy Sanitary District, and Annexation to the Ventura Port District. The LAFCO policies applicable to the requested annexation request include:

Consistency with General and Specific Plans. Unless exceptional circumstances are shown, LAFCo will not approve a proposal unless it is consistent with the applicable general plan and any applicable specific plan. As noted above, the proposed project is consistent with the City of Ventura General Plan's vision and policies for the Saticoy and Wells area and the project is consistent with the Saticoy and Wells Community Plan and Development Code.

Guidelines for Orderly Development. LAFCo encourages proposals that involve urban development or that result in urban development to include annexation to a city wherever possible. The proposed project is requesting annexation into the City of Ventura. As discussed above, the Ventura General Plan anticipates annexation of the project site to the City of Ventura.

Greenbelts. The County of Ventura and various cities in the County have adopted Greenbelt Agreements for the purposes of preserving agriculture and/or open space, providing separation between cities, and/or limiting the extension of urban services. The Ventura LAFCo is not a direct party to these Greenbelt Agreements, but has endorsed them as statements of local policy. As such, LAFCo will not approve a proposal from a City that is in conflict with any Greenbelt Agreement unless exceptional circumstances are shown to exist. The project site is not subject to an adopted City of Ventura and City of Santa Paula Greenbelt Agreement; therefore, this policy does not apply.

Agricultural and Open Space Preservation. LAFCo will approve a proposal for a change of organization that is likely to result in the conversion of Unique agricultural land or open space land only if it finds that the proposal will lead to planned, orderly, and efficient development. As discussed above, the proposed project is consistent with the Ventura General Plan, and the Saticoy and Wells Community Plan. The project site is not designated Prime agricultural land, nor is it designated as open space by either the City or County of Ventura. The site is immediately adjacent to the City's incorporated boundary; therefore, the proposed project would not involve "leapfrog" development. The proposed project is an infill project within the City's Sphere of Influence that would stitch together disconnected pieces of the urban fabric and would create a pedestrian friendly neighborhood with homes fronting North Bank Drive and active and passive recreation areas, including a significant landscape buffer and regional park between the proposed housing development and the nearby Saticoy Sanitation District property, thereby creating a natural transition area between the residential and existing industrial uses. The project would also provide a seamless connection to open space areas along the southern portions of the site and along recreation areas paralleling the Brown Barranca, which would be considered consistent with LAFCo's Guidelines for Orderly Development.

Furthermore, on September 19, 2012, the Ventura County LAFCo amended Commissioner's Handbook Section 3.2.5 so that annexation requests of 28 acres or less, located adjacent to Nyeland Acres or the Saticoy Area could be approved without also annexing the adjacent disadvantaged unincorporated communities, Saticoy and El Rio (adjacent to the City of Oxnard). This LAFCo policy amendment does not conflict with any of the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR,

As the proposed project would not conflict with any applicable land use plan, policy, or regulation adopted for the purposed of avoiding or mitigating an environmental effect, **no land use and planning impact would occur.**

c) The project site is not included within a habitat conservation plan or natural community conservation plan (2005 General Plan EIR and Saticoy FEIR). Therefore the proposed project would not impact or conflict with any habitat conservation plan or natural community conservation plan. **No impact would occur.**

Reference:

R (2005 General Plan EIR, Section 4.9)

T Saticoy and Wells Community Plan and Code EIR, Section 4.9 Land Use and Planning

Y Ventura, City of. City Council Resolutions 2005-071, 2006-056, 2007-049, Certifying EIR-2452

B

Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473

XI. MINERAL RESOURCES	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site was used for agricultural and/or nursery purposes at least as far back as 1938 most likely since the late 1800's or early 1900's. The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. The project site is located in the Western Ventura production-consumption region (PCR), as designated by the California Geological Survey (CGS). Aggregate mining sites located within the vicinity of the site were previously located along the Santa Clara River, and consisted primarily of the extraction of Portland cement concrete (PCC)-grade aggregate. However, there are currently no active aggregate mining activities within this area.

Oil production has played an integral role in the development of the Ventura area, where oil was discovered in 1885 during the drilling of a water well. By the 1980s, a drop in local oil production rates and a general decline in the oil production industry resulted in a substantial reduction in oil field related activity. There are no petroleum fields within the project site.

Explanation:

a-b) The two principal mineral resources within the Ventura area are aggregate and petroleum resources, each of which is discussed below.

a. Aggregate. Aggregate resources comprise the basic ingredients for a large variety of rock products including fill, construction-grade concrete, and riprap. Aggregate resources include sand, gravel, and rock material.

"Red line" restrictions imposed by a joint resolution of the Ventura County Board of Supervisors have removed the portion of the Santa Clara River downstream of Highway 118

from consideration as an area for possible future mining activities (Saticoy FEIR). A gravel extraction operation is located across the Santa Clara River (south of the project site), on the south bank immediately west of the Route 118 bridge. This mine site is located outside of the City of Ventura in unincorporated Ventura County. The only issue relative to this aggregate mining operation is the ability to access the resource. The current operation has ample access to the river and development facilitated but the project would not impede the operation because the project site is located approximately 0.35 miles from the operation. Consequently, future development of the project would generally create minimal conflicts with such operations. **No impact would occur.**

b. **Petroleum.** The only remaining petroleum fields in the project vicinity are located approximately 2 ½ miles northeast of the project site. As such, development of the project would not result in a loss of availability of petroleum resources or create land use conflicts with the existing petroleum fields. **No impact would occur.**

Reference:

R (2005 General Plan EIR, Section 4.9 (Mineral Resources), pgs. 4.9-1 through 4.9-11);
T Saticoy and Wells Community Plan and Code EIR, Section 4.10 Mineral Resources

XII. NOISE	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/> short-term & long-term	<input type="checkbox"/>
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 in the project vicinity 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) Exposure of people residing or working in a project area, which is 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, to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Exposure of people residing or working in the project area, which is within the vicinity of a private airstrip, to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Environmental Setting:				

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 dB, regardless of the initial sound level. For example, 60 dB plus 60 dB equals 63 dB, 80 dB plus 80 dB equals 83 dB. However, where ambient noise levels are high in comparison to a new noise source, there will be a small change in noise levels. For example, 70 dB ambient noise levels are combined with a 60 dB noise source the resulting noise level equals 70.4 dB.

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 dB of noise reduction.

a, c, d) Potential noise impacts include those from temporary sources during grading and construction, and long-term sources from project occupancy (residential traffic).

Short-Term Impacts

Construction activity associated with residential development on the site would generate temporary noise level increases. Short-term noise levels associated with project construction would be higher than existing ambient noise levels, but would cease upon the completion of construction activity. Noise impacts associated with construction activity are a function of the noise generated by construction equipment, location, sensitivity of nearby land uses, and the timing and duration of the noise-generating activities. Normally, these activities are carried out in stages and each stage has its own characteristics based on the mix of equipment in use. Table 2 shows typical noise levels of construction equipment. There are existing single family residences to the west of the project site and therefore these residents would be considered sensitive receptors with respect to construction noise. The applicant estimates construction activities will occur over a 1.5-year period (grading and structures).

Long-Term Impacts

Potential noise impacts associated with the proposed project would be a result of increased vehicular traffic on existing and proposed roadways. According to the Traffic Study prepared for the proposed project (Appendix E), Northbank Drive would convey approximately 2,946 ADT upon buildout of the proposed project and additional development anticipated as part of the General Plan. The Saticoy FEIR completed noise modeling for key project area roadways with the buildout of the entire planning area. Table 3 shows the results of that noise modeling.

Explanation:

Based on the Section 10.650.150(d)(1) of the City's *Municipal Code*, construction activities with associated with construction-related noise are not permitted between the hours of 8:00 p.m. and 7:00 a.m. on weekdays, or anytime on Saturdays and Sundays. Short-term noise impacts would occur during construction activities from either the noise impacts created from the transport of workers and movement of construction materials to and from the project site, or from the noise generated on site during demolition and ground clearing/excavation, grading, and building and road construction activities.

The project proponent would be required to adhere to the construction activity limitations specified in the City's *Municipal Code*. **Therefore, compliance with the limitation of construction activities specified in Section 10.650.150(d)(1) of the Ventura Municipal Code would reduce noise impacts to a less than significant level.**

**Table 2
Typical Noise Levels at Construction Sites**

Construction Phase	Type of Equipment	Average Noise Level at 50 Feet
Clearing	Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	84 dBA
Excavation and Grading	Graders Excavators Compactors Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	85 dBA
Foundation/Conditioning	Graders Rubber tired dozers Tractors/Loaders/Backhoes Water Trucks	85 dBA
Laying Subbase, Paving	Cement and Mortar Mixers Pavers Rollers Tractors/Loaders/Backhoes	81 dBA
Finishing and Cleanup	Forklifts Tractors/Loaders/Backhoes	84 dBA

Source: FHWA Highway Construction Noise Handbook, 2010.

**Table 3
Comparison of Existing and Future Noise Levels on Key Project Area Roadways**

Roadway Segment	Estimated Noise Level (dBA CNEL)		Change (dB)	Significant Impact?
	Existing	2025 with Community Plan Buildout		

Telegraph Rd b/w Saticoy and Wells	68.9	69.3	0.4	No
Telegraph Rd b/w Saticoy and City Limit	67.1	67.8	0.7	No
Saticoy Ave b/w Telegraph and SR 126	65.4	65.4	0.0	No
Saticoy Ave b/w Darling and Telephone	65.4	66.3	0.9	No
Telephone Rd b/w Saticoy and Wells	68.6	69.2	0.6	No
Darling Rd b/w Saticoy and Wells	61.4	61.4	0.0	No
Wells Rd south of Telephone	71.1	72.4	1.3	No
Wells Rd b/w Telephone and Darling	75.2	76.7	1.5	Yes
Wells Rd b/w Darling and SR 126	71.4	73.0	1.6	Yes
Wells Rd b/w SR 126 and Telegraph	70.5 (a)	-	-	No
Wells Rd b/w SR 126 and A St	70.5	72.3 (b)	1.8	Yes
Wells Rd b/w A St and Telegraph	70.5	69.7 (b)	-0.8	No
SR 126 west of Wells Road	75.1	76.6	1.5	Yes
A St b/w Saticoy and Wells (c)	-	59.7	-	No

Those figures reflecting **bold** typing exceed FICON thresholds.

- (a) This segment exists only in the Existing scenario, it is broken up into two segments for the future conditions. Therefore, for comparison purposes, this noise level is used for the existing scenario for the two segments this segment was broken into.
- (b) These segments were separated for the future scenario from the segment identified above.
- (c) This is a new roadway segment for the future scenario. Therefore, no comparison exists.

Source: Saticoy and Wells Community Plan FEIR.

None of the local roadways (similar to North Bank Drive) that would convey local residential traffic are identified as a potentially significant noise generating roadway as part of the buildout envisioned in the Saticoy and Wells Community Plan. The only potentially significant increase in roadway noise would be experienced along Wells Road, which is a regionally significant thoroughfare and a State Highway (Hwy 118). As noted on page 4.11-7 to 4.11-8 of the Saticoy FEIR, Action 7.37 of the 2005 General Plan requires the use rubberized asphalt or other sound reducing material for paving and re-paving of City streets, including roadways within Caltrans ROW. Studies have indicated that rubberized asphalt reduces overall roadway noise by 3-5 dB as compared to conventional asphalt. Such a reduction would offset the potential 1.5 to 1.8 dBA increase in noise along Wells Road within the Project Area. Thus, City compliance with this action would reduce noise impacts associated with project-generated traffic to a less than significant level.

Placement of residences in proximity to industrial activity such as those adjacent to the project

site could potentially expose project area residents to noise that exceeds levels specified in the City Noise Ordinance (Sec. 10.650.130), as shown in Table 4.11-2 of the Saticoy FEIR. However, the proposed project incorporates many design elements that reduce potentially excessive noise levels, such as landscape buffers and open space separating the proposed residences from adjacent industrial facilities. The proposed project is consistent with the uses proposed for the site that were evaluated in the Saticoy FEIR. That FEIR found that compliance with the requirements of the 2005 General Plan would reduce impacts to a less than significant level. As discussed above in Section X, Land Use and Planning, the proposed project is consistent with the 2005 General Plan and the Saticoy and Wells Community Plan. Furthermore a Noise Study prepared by Rincon Consultants on February 18, 2014 concluded uses adjacent to the proposed project would not cause noise levels that would exceed City standards for outdoor noise for indoor noise attention. **Compliance with the applicable Building Code requirements, including the Noise Regulations, would reduce impacts to less than significant.**

b) Vibration refers to groundborne noise and perceptible motion. Groundborne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors, where the motion may be discernible, but without the effects associated with the shaking of a building, there is less adverse reaction. The construction of the proposed project would not require the use of equipment such as jackhammers and pile drivers, which are known to generate substantial construction vibration levels. The primary sources of vibration during construction would be from a large bulldozer. Groundborne vibration during construction activity would be temporary and cease upon completion of construction. **For these reasons, temporary impacts from project-related ground borne vibration during construction would be less than significant.**

Other sources of groundborne vibration include large trucks traveling on unmaintained roadways or from steel-wheeled trains. Generally, roadways in the vicinity of the project site are well-maintained and large trucks travelling in the project vicinity would not occur frequently. The site is located just south of a set of railroad tracks and thus future residential dwellings could be exposed to groundborne vibration during railroad operation. However, the duration of railroad operation in close proximity to the proposed residential dwellings would be brief and thus this potential temporary impact would be less than significant. To reduce the potential for railroad related vibration impacts, the project proposes to construct a variable width green space buffer between the proposed residences and the railroad tracks. The buffer width is consistent with other existing residential dwellings located along the railroad corridor east of the project site. **Impacts would be less than significant.**

e-f) The project site is not located within an airport land use plan, or within 2 miles of a public or private airport. The closest airport is the Camarillo Airport which is located approximately 8.2 miles southeast of the project site. Therefore, the proposed project would not expose future residents to significant levels of aircraft noise. No impact would occur.

Reference:

R (2005 General Plan EIR, Section 4.11);
T Saticoy and Wells Community Plan and Code EIR, Section 4.11 Noise
M Rincon Consultants, Inc. February 18, 2014. Noise Study

XIII. POPULATION AND HOUSING	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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 type="checkbox"/>	<input checked="" 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"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses.

Explanation:

a) The project site is located adjacent to developed residential areas. The proposed project would facilitate construction of 193 residential units. Utilizing a factor of 2.59 persons per household (average) (E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011- 2013, with 2010 Benchmark), development on the site would result in the addition of 513 residents. The City of Ventura's total population is estimated at 108,294 people (E-1 Cities, Counties, and the State Population Estimates with Annual Percent Change— January 1, 2012 and 2013). The Southern California Council of Governments posted population projections for the City of Ventura through 2035 (<http://www.scag.ca.gov/forecast/adoptedgrowth.htm>, accessed September 23, 2013 and May 2015). SCAG estimates that the City of Ventura will have a population of 127,032 in 2025. The proposed project's estimated increase in population would be 513 persons, which is within the 18,138 person growth forecast for Ventura between 2013 and 2025. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR, because the population growth facilitated by the proposed project is within the predicted growth of the City, **impacts would be less than significant.**

b, c) The project site is currently vacant and no residences or people would be displaced due to construction of the proposed project. **No impacts would occur.**

Reference:

- R (2005 General Plan FEIR, Section 4.15)
- T (Saticoy and Wells Community Plan and Code EIR, Section 4.12 Population and Housing)
- O Southern California Association of Governments. 2011. Profile of the City of Ventura.

XIV. PUBLIC SERVICES	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the Project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The City of Ventura Fire Department (VFD) provides fire protection services to areas within the City's incorporated boundary. The VFD responds to fire, rescue, medical, and hazardous materials emergencies. The VFD operates six fire stations in Ventura, with administrative offices at 1425 Dowell Drive. The VFD is comprised of three Divisions – Operations, Administration, and Building & Safety. The Operations Division is responsible for activities and emergency responses of the Department's firefighting force. Station #5, the most centrally located (near the intersection of US 101 and SR 126), has a truck company and engine company. In addition, there is one battalion chief on duty at a time (assigned as the shift manager). The shift manager's quarters are adjacent to Station #2. While staff at any of the fire stations can respond to a call for service, the primary station responding to the project site would be Fire Station #6, which is located at 10797 Darling Road. The City of VFD has long sought to reach the national standard staffing goal of 1 firefighter per 1,000 residents. Currently, at 66 sworn positions and a population of 108,294 that ratio is 1 firefighter per 1,640 residents or 0.61 firefighters per 1,000 residents.

The City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. VPD headquarters is located at 1425 Dowell Drive. According to the 2005 City of Ventura General Plan EIR, the City maintains staffing levels of 1.21 police officers per 1,000 residents, which is lower than that of Santa Barbara and Oxnard.

The project site is located within the Ventura County Unified School District (VCUSD). Construction of the proposed project would accommodate approximately 513 new residents. This population increase would be expected to include school-aged children who would attend local schools. Children from living at the project site would attend Citrus Glen Elementary School, Balboa Middle School, and Buena High School. For the 2012-2013 school year, Citrus Glen Elementary had an enrollment of 581 students, Balboa Middle had an enrollment of 1,224 students, and Buena High had an enrollment of 2,137 students. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and

Development Code EIR,

The Ventura County Library Services Agency is currently organized as a special district county library. Revenue from the property tax supplies the majority of the income for the County Library. In addition, a portion of the City's general fund is contributed to the County Library Services Agency and is used to finance improvements to library facilities and services.

The City of Ventura public park system includes neighborhood parks, service area parks, citywide parks, and a linear park system. Existing City park facilities are listed in Tables 4.11-8 and 4.11-9. With the new Ventura Community park, the City operates about 856 acres of park facilities, or about 8 acres per 1,000 residents.

Explanation:

a(i) The proposed project would add approximately 513 new residents making the firefighter ratio 0.61 firefighters per 1,000 residents.

During construction, framing operations and the installation of electrical, plumbing, communications, and ventilation systems would occur. Although rare, the potential for fire to occur at the construction site is possible. It is expected that the electrical, plumbing and mechanical systems for the development would be properly installed during framing operations, thus reducing the potential for fire during the operational phase of the project. In addition, the construction site would be required to comply with City standards relative to water availability and accessibility to firefighting equipment. **Adherence to these requirements during construction would reduce the potential for fire hazards during construction to a less than significant level.**

Construction activity would increase traffic both on and adjacent to the project site during working hours because commuting construction workers, trucks, and other large construction vehicles would be added to normal traffic during the construction period. Slow moving construction – related traffic along local roadways may reduce optimal traffic flows on these roadways and could conceivably delay emergency vehicles or contribute to a vehicle accident. **This potential impact is considered to be less than significant due to the short-term nature of any construction – related traffic, and implementation of standard construction practices (i.e. flagmen, detours, etc.).**

During the project's operational phase, it can be generally assumed that the frequency and nature of future emergency calls would increase as the intensity of activity in the area increases. For a residential project, the majority of calls would likely be due to emergency medical and rescue. The proposed project would be required to conform to the California Building Code (CBC) and Uniform Fire Code (UFC), which require the integration of fire safety features such as fire sprinklers, fire hydrants, and water service infrastructure capable of delivering the required fire flows rates. **Adherence to these requirements would reduce the potential for fire hazards during the project's operational phase to a less than significant level.**

Collectively the new facilities would contribute to a cumulative demand for additional VFD facilities within the City. Implementation of General Plan Action 7.13 would provide the requisite funding to new facilities and equipment needed to serve new development through 2025. No new stations are recommended for the Saticoy Community Plan area (Saticoy FEIR, p. 4.13-12). However, additional equipment for Fire Station 6 to accommodate the proposed project would be achieved through the collection of impact fees charged to new development. Additional staffing would be funded through the city's general from taxes generated by new development. When

new or altered facilities would be proposed, those facilities would be renewed for compliance with CEQA. **Therefore, impacts for new or altered facilities would be less than significant.**

a(ii)) Development proposed on the project site would increase the demand for police protection services in the Saticoy Area. This demand increase would increase the number and frequency of calls for service.

Police protection services are not "facility-driven;" that is, police protection services are not as reliant on facilities in order to effectively patrol a beat. An expansion of, or intensification of development within a beat does not necessarily result in the need for additional facilities if police officers and patrol vehicles are equipped with adequate telecommunications equipment in order to communicate with police headquarters. However, if the geographical area of a beat is expanded, population increases, or intensification/redevelopment of an existing beat results in the need for new police officers, new or expanded facilities could be needed. The City is divided into four geographic beats, which are created based on the number of crimes reported and calls for services within the City of Ventura. Beat 4 generally includes the area between Victoria Avenue and the eastern city limits. The project site would most likely be included in Beat 4.

The proposed project would add approximately 513 new residents to the City. The 2005 General Plan includes policies to improve community safety through enhanced police service. General Plan Action 7.15 specifically provides for increased staffing as necessary to serve the community, in addition to increasing community participation and researching funding options for police services.

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

Any intensification of land use, and the resulting increase in the concentration of people in an area, would increase the statistical probability of the occurrence of criminal incidents. The area-specific population increase would also increase traffic-related calls for service. Nevertheless, the proposed project constitutes residential growth accounted for by the General Plan and potential incidents arising as a result of increased activity at the project site could be effectively addressed by existing VPD personnel. Nevertheless, the proposed project would contribute to a cumulative demand for additional VPD facilities within the City. Implementation of General Plan Action 7.13 would provide the requisite funding for new facilities and equipment needed to serve new development through 2025. Additionally, General Plan Policy 2 envisions the expansion of the VPD headquarters as necessary to accommodate staff growth. While it is known that the VPD plans to expand the VPD headquarters at some point in the future in order to maintain the desired standards of service for the entire City, it is more likely that additional equipment and/or man power would be needed in the near term to adequately address the service demand created by the proposed project. The additional equipment and facilities needed to accommodate additional police officers would be funded through the collection of impact fees charged to new development. Additional staffing would be funded through the city's general fund taxes generated by new development. When new or altered facilities would be proposed, those facilities would be reviewed for compliance with CEQA. **Therefore, impacts for new or altered facilities would be less than significant.**

a(iii)) To offset a project's potential impact on schools, Government Code 65995 (b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by VCUSD are used to maintain the

desired school capacity and the maintenance and/or development of new school facilities. The project applicant would be required to pay the state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." When new or altered facilities would be proposed, those facilities would be reviewed for compliance with CEQA. **Therefore, impacts for new or altered facilities would be less than significant.**

a(iv) The Saticoy and Wells Community Plan envisioned the area of the project site along the Brown Barranca and the southern boundary for use as Parks and Open Space. There is a recognized deficiency of neighborhood park space in the Saticoy and Wells area south of Telephone Road that thus the proposed project would help reduce this deficiency. The project proposes to create 4.5 acres open space areas, which would provide a mix of active and passive recreational uses, including a bike trail, discovery area, exercise station, tot lots, picnic area, and climbing apparatus. The proposed bike path serves as an important link in the City's Bicycle Master Plan. This park land and open space would connect with the parkland and open space included in the approved Watt Communities' "Enclave" residential development, immediately west of the project site.

The proposed project would provide approximately 4.5 acres of parks and open space. Therefore, the proposed recreation areas would offset any physical deterioration of existing recreational facilities as a result of the associated population. Furthermore, as stated in the Saticoy FEIR (Saticoy FEIR, p. 4.13-16), the Community Plan area currently includes about 18 acres of public parkland for active recreation in the Fritz Huntzinger Youth Sports Complex. Assuming a population of 6,257 residents (5,744 existing plus the project's 513 residents), the Saticoy Community Plan Area would still be well above the two acres per 1,000 resident City Standard (18 acres per 6,257 residents). **Therefore, impacts for parks facilities would be less than significant .**

a(v) Library services within the City are provided by the Ventura County Public Library (VCPL), which includes 12 libraries, three of which are within the City of Ventura and one in the community of Saticoy. The project site would be served by the Saticoy Library located at 11426 Violeta Street. According to the City of Ventura General Plan 2005, the standard for library service is 2 books per resident. The Library branches in the City of Ventura have 227,565 books. With the proposed project, the population in the City would be approximately 108,807. The corresponding book population ratio would be 2.09. The proposed project and its associated increase in population would not significantly reduce the level of service for the library system. When new or altered facilities would be proposed those facilities would be reviewed for compliance with CEQA. **Therefore, impacts for new or altered facilities would be less than significant.**

Impacts to other public facilities (e.g. sewer, storm drains, and roadways) are discussed in Sections XVI (Transportation/Traffic) and Section XVII (Utilities and Public Services) of this Initial Study.

Reference:

R (2005 General Plan EIR, Section 4.13);

T (Saticoy and Wells Community Plan and Code EIR, Section 4.13)

XV. RECREATION	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. There is a recognized deficiency of neighborhood park space in the Saticoy and Wells area south of Telephone Road that the proposed Project. Dedication of parkland for new development and continued collection of required park fees on new development would allow the City to address increase demand for parks associated with population growth.

Explanation:

a, b) The Saticoy and Wells Community Plan envisioned the area of the project site along the Brown Barranca and the southern boundary for use as Parks and Open Space. There is a recognized deficiency of neighborhood park space in the Saticoy and Wells area south of Telephone Road that thus the proposed project would help reduce this deficiency. The project proposes to create 4.5 acres open space areas, which would provide a mix of active and passive recreational uses, including a bike trail, discovery area, exercise station, tot lots, picnic area, and climbing apparatus. The proposed bike path serves as an important link in the City's Bicycle Master Plan. This park land and open space would connect with the parkland and open space included in the approved Watt Communities' "Enclave" residential development, immediately west of the project site. **Minimal grading and construction would be required to implement the proposed park areas and therefore the construction of on-site recreational facilities would have a less than significant physical effect on the environment.**

The proposed project would provide approximately 4.5 acres of new parks and open space within the project boundary. Therefore, the proposed recreation areas would offset any physical deterioration of existing recreational facilities as a result of the associated population. Furthermore, as stated in the Saticoy FEIR (Saticoy FEIR, p. 4.13-16), the Community Plan area currently includes about 18 acres of public parkland for active recreation in the Fritz Huntsinger Youth Sports Complex. Assuming a population of 6,257 residents (5,744 existing plus the project's 513 residents), the Saticoy Community Plan Area would still be well above the two acres per 1,000 resident City Standard (18 acres per 6,257 residents). **Therefore, impacts to**

recreational facilities would be less than significant impact to recreational facilities.

Reference:

J (Project Application, Site Plan);

R (2005 General Plan EIR, Section 4.13);

T (Saticoy and Wells Community Plan and Code EIR, Section 4.13, Public Services)

XVI. TRANSPORTATION AND TRAFFIC	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Would the Project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<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 uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting:

The project site and surrounding area is urban and is developed with a range of residential and industrial uses. The project site and surrounding properties have undergone disturbance resulting from the development of previously permitted urban land uses. The project area is currently served by the eastern terminus of North Bank Drive, located at the western boundary of the project. Current uses on the project site are accessed from the east from Lirio Avenue through private access easements to the project site.

Explanation:

a, f) The Saticoy FEIR identifies several long-term roadway and intersection improvement projects that are required to maintain the City's performance standards under Year 2025 conditions (buildout conditions including future development and the proposed project). Included in this overall transportation improvement program is the extension of North Bank Drive from the eastern City Limits (the proposed project's western boundary) to Wells Road (Highway 118). The proposed project, as described further in Transportation & Traffic subsection b and e (below), does not trigger any project specific Level of Service (LOS) or volume to capacity (V/C) ratio impacts or interfere with an emergency response access route, and consequently, there is no nexus that requires the proposed project to construct secondary vehicle access with the implementation of this project. However, the proposed project is designed to not preclude the extension of North Bank Drive improvements from the eastern City Limits through the northeast portion of the project site. Secondary vehicle access to the project site could be provided in the future by extending a neighborhood street with a bridge/roadway across the Brown Barranca where it would ultimately connect to Nardo Street. The proposed project would be required to contribute "fair share" fees (both City and County) toward the construction of needed improvements, or some combination thereof for the extension of North Bank Drive. CEQA compliance will be required as part of that project prior to the construction of the extension.

In addition, an internally connected grid street network would be established within the project site that provides vehicular and pedestrian connections to the southern green space and the linear park open space area paralleling the Brown Barranca. This network would also connect to the recently approved Watt Communities' "Enclave" residential project located immediately to the west. Bicycle lanes along North Bank Drive would also be provided, consistent with the 2011 Bicycle Master Plan.

The proposed project is located within the Gold Coast Transit service area. Gold Coast Bus Route 11 runs along Telephone Road and is the closest public transportation route that would serve the proposed project's future residents. The proposed project would not impact any bus transit operations or bus stops. As designed, the proposed project would not conflict with any applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, or decrease the performance or safety of public transit, bicycle or pedestrian facilities. **Impacts would be less than significant.**

b) Development of the project would place new residential development along heavily traveled thoroughfares, which may incrementally increase hazards. However, the project would comply with the City's proposed policies regarding traffic calming and improving walkability, in so far as it would create an interconnected grid of streets, pedestrian friendly pathways along with the various roadway types, and designated off-street pedestrian pathways within the proposed recreation areas. The proposed project would also be required to offset any impacts to the surrounding transportation infrastructure by either constructing physical circulation system improvements, contributing "fair share" fees (both City and County) toward the construction of needed improvements, or some combination thereof. The City of Ventura has developed plans to extend Northbank Drive easterly from the existing terminus east of Saticoy Avenue, through the proposed project site to Wells Road opposite Nardo Street. The proposed extension would alter the travel patterns of project-generated traffic. A site specific Traffic Impact Study by Associated Transportation Engineers dated October 21, 2013, was completed for the proposed project (included as Appendix E) in order to analyze the project's potential impact on nearby intersections and roadway segments with two scenarios; one with the Northbank Drive extension and one without the extension. The results of the study determined that this project would have the same traffic impact with or without the construction of the Northbank Drive extension. Thus, based upon this analysis, the proposed project would not significantly impact intersections

located within the Saticoy and Wells Community Plan area. The Traffic analysis tables below show the project's potential impact on area intersections under Existing Plus Project Conditions, Year 2025 + Project Intersection Operations. **The project's traffic additions (25 P.M. peak hour trips) at this location would increase the volume to capacity (V/C) ratio by only 0.003 and therefore the project would not create a significant impact to this intersection based on City's V/C impact threshold of 0.01.**

Furthermore, the Saticoy and Wells Community Plan and Development Code certified FEIR establishes an area-wide cumulative mitigation measure that requires all projects within the Saticoy and Wells Community Plan area to pay their "fair share" towards implementation of planned circulation improvements which includes the Northbank Drive extension at some point in the future. Therefore, the proposed project would be required to pay its "fair share" towards the improvements planned at the Wells Road/Nardo Street intersection, which consist of additional northbound and southbound lanes along Wells Road and the restriping of the eastbound approach to provide dual left turn lanes and a shared through-right turn lane. **Compliance with the existing cumulative traffic mitigation measure would ensure that the project's contribution to cumulative traffic impacts would be less than significant.**

To ensure that jurisdictions are not unfairly penalized for existing congestion, CMP locations currently operating in the LOS "F" range are considered acceptable. The following study-area intersections are located within the County's CMP network:

- SR 126 WB Ramps/Wells Road
- SR 246 EB Ramps/Wells Road
- Wells Road/Telephone Road

The traffic forecasts provided above confirm that the CMP intersections are forecast to operate at LOS C or better under both Existing plus Project and Year 2025 plus Project scenarios. The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR, **The project would therefore generate a less than significant impact at CMP intersections.**

**Table 4
Existing Intersection Operations**

Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
		ICU/Delay	LOS	ICU/Delay	LOS
SR 126 Westbound Ramps/Wells Road (a)	Stop Sign	11.5 sec.	LOS B	11.0 sec.	LOS B
SR 126 Eastbound Ramps/Wells Road	Signal	0.62	LOS B	0.61	LOS B
Darling Road/Saticoy Avenue (a)	Stop Sign	10.7 sec.	LOS B	9.6 sec.	LOS A
Darling Road/Wells Road	Signal	0.71	LOS C	0.77	LOS C
Montgomery Avenue/Telephone Road	Signal	0.49	LOS A	0.43	LOS A
Petit Avenue/Telephone Road	Signal	0.39	LOS A	0.46	LOS A
Saticoy Avenue/Telephone Road	Signal	0.29	LOS A	0.32	LOS A
Wells Road/Telephone Road	Signal	0.65	LOS B	0.65	LOS B
Montgomery Avenue/Northbank Drive	Signal	0.36	LOS A	0.42	LOS A
Petit Avenue/Northbank Drive (a)	Stop Sign	8.7 sec.	LOS A	11.1 sec.	LOS B

Saticoy Avenue/Northbank Drive	NA (b)	-	-	-	-
Nardo Street/Los Angeles Avenue (SR 118)	Signal	0.67	LOS B	0.75	LOS C

(a) Unsignalized intersection; level of service determined by average delay per vehicle.

(b) "L" shaped intersection with no existing traffic controls.

Source: Northbank Housing Project Traffic and Circulation Study, Associated Transportation Engineers, October 2013.

**Table 5
Project Trip Generation**

Land Use	Size	ADT		A.M. Peak Hour		P.M. Peak Hour	
		Rate	Trips	Rate	Trips (In/Out)	Rate	Trips (In/Out)
Single Family Residential	125 Units	9.52	1,190	0.75	94 (24/70)	1.00	125 (79/46)
Condominiums	30 Units	5.81	174	0.44	13 (2/11)	0.52	16 (11/5)
Apartments	40 Units	6.65	266	0.51	20 (4/16)	0.62	25 (16/9)
Project Total:	195 Units		1,630		127 (30/97)		166 (106/60)

Source: Northbank Housing Project Traffic and Circulation Study, Associated Transportation Engineers, October 2013.

**Table 6
Existing + Project Intersection Operations**

Intersection	Existing + Project A.M. Peak Hour		Existing + Project P.M. Peak Hour	
	ICU-Delay/LOS	Impact?	ICU-Delay/LOS	Impact?
SR 126 Westbound Ramps/Wells Road (a)	10.2 sec./LOS B	No	11.7 sec./LOS B	No
SR 126 Eastbound Ramps/Wells Road	0.63/LOS B	No	0.64/LOS B	No
Darling Road/Saticoy Avenue (a)	10.7 sec./LOS B	No	9.7 sec./LOS B	No
Darling Road/Wells Road	0.71/LOS C	No	0.78/LOS C	No
Montgomery Avenue/Telephone Road	0.49/LOS A	No	0.43/LOS A	No
Petit Avenue/Telephone Road	0.40/LOS A	No	0.46/LOS A	No
Saticoy Avenue/Telephone Road	0.31/LOS A	No	0.38/LOS A	No
Wells Road/Telephone Road	0.65/LOS B	No	0.66/LOS B	No
Montgomery Avenue/Northbank Drive	0.37/LOS A	No	0.42/LOS A	No
Petit Avenue/Northbank Drive (a)	8.8 sec./LOS A	No	11.6 sec./LOS B	No
Saticoy Avenue/Northbank Drive	N/A	No	N/A	No
Nardo Street/Los Angeles Avenue (SR 118)	0.68/LOS B	No	0.76/LOS C	No

(a) Unsignalized intersection; level of service determined by average delay per vehicle.

(b) "L" shaped intersection with no existing traffic controls.

Source: Northbank Housing Project Traffic and Circulation Study, Associated Transportation Engineers, October 2013.

**Table 8
Year 2025 + Project Intersection Operations**

Intersection	Existing + Project A.M. Peak Hour		Existing +Project P.M. Peak Hour	
	ICU-Delay/LOS	Impact?	ICU-Delay/LOS	Impact?
SR 126 Westbound Ramps/Wells Road	0.33/LOS A	No	0.49/LOS A	No
SR 126 Eastbound Ramps/Wells Road	0.65/LOS B	No	0.72/LOS C	No
Darling Road/Saticoy Avenue (a)	0.36/LOS A	No	0.29/LOS A	No
Darling Road/Wells Road	0.64/LOS B	No	0.88/LOS D	No
Montgomery Avenue/Telephone Road	0.58/LOS A	No	0.37/LOS A	No
Petit Avenue/Telephone Road	0.47/LOS A	No	0.60/LOS A	No
Saticoy Avenue/Telephone Road	0.47/LOS A	No	0.53/LOS A	No
Wells Road/Telephone Road	0.78/LOS C	No	0.73/LOS C	No
Montgomery Avenue/Northbank Drive	0.59/LOS A	No	0.46/LOS A	No
Petit Avenue/Northbank Drive (a)	0.21/LOS A	No	0.27/LOS B	No
Saticoy Avenue/Northbank Drive	0.21/LOS A	No	0.19/LOS A	No
Nardo Street/Los Angeles Avenue (SR 118)	0.68/LOS B	No	0.93/LOS E	No

Bolded items exceed City's intersection operating standards.

Source: Northbank Housing Project Traffic and Circulation Study, Associated Transportation Engineers, October 2013.

c) Implementation of the proposed project would not result in the change of any air traffic patterns as the nearest airport is located approximately 8.2 miles away from the project site and no Airport Land Use Plan or associated approach or clear zones overlay the City of Ventura. **No impact to air traffic patterns would occur.**

d, e) The proposed project has been designed without any design features such as sharp curves or dangerous intersections. The proposed project is a compatible use in that it is an infill residential project within a larger residential community and would establish an efficient connection with the recently approved Watt Communities' "Enclave" residential project immediately to the west.

The project's proposed vehicle circulation system has been reviewed by the City's emergency response personnel and the City's Public Works Department to ensure that two sufficient means of ingress and egress (North Bank Drive and emergency-only vehicle access easement from Lirio Avenue) are provided, that the proposed road and driveway widths are sufficient to convey the expected volume of traffic at the desired speeds, and that the proposed circulation system would not interfere with an emergency response access route. **Therefore, the project would have a less than significant impact on transportation and traffic design features, and on emergency access routes.**

Reference:

J (Project Application, Site Plan)

R (2005 General Plan EIR, Section 4.13)

T (Saticoy and Wells Community Plan and Code FEIR, Section 2.0)

A Associated Transportation Engineers, Inc. October 21, 2013. Traffic Impact Study

<u>XVII. UTILITIES AND SERVICE SYSTEMS</u>	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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"/>
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"/>

Environmental Setting:

The City's wastewater collection system is divided into four service areas known as the Eastside, Midtown, Downtown, and Westside areas. The Eastside area extends from the City's easterly border to Kimball Road and Ramelli Avenue. Flows from the City's four wastewater service areas are treated at the City's Ventura Water Reclamation Facility in the Harbor area near the mouth of the Santa Clara River. Ventura residents generate millions of gallons of wastewater each day, which is carried by more than 450 miles of sewer mains and 12 lift stations to the Water Reclamation Facility. While most residents receive wastewater service directly from the City, three other sanitary sewer agencies with their own treatment facilities provide service to some citizens in the Montalvo, Saticoy, and North Ventura Avenue areas. These treatment facilities are:

- Montalvo Municipal Improvement District Treatment Plant
- Saticoy Sanitary District Treatment Plant
- Ojai Valley Sanitary District Treatment Plant

The General Plan Final EIR and the Saticoy & Wells Community Plan and Development Code

Final EIR had identified the following Class 1, unavoidable significant cumulative impact:

- **Solid Waste Generation:** Projected growth would increase solid waste sent to landfills by an estimated 84 tons per day by 2025. This is within the current available daily capacity at Toland Road Landfill, but area landfills are project to close in the 2022-2027 timeframe. Regional waste generation increases could exceed the daily capacity of area landfills.

The City Council has considered the economic, legal, social, technological, or other benefits of the General Plan and the Saticoy & Wells Community Plan and Development Code against the significant unavoidable potential impact and determined that the public benefits, of the project outweigh this unavoidable adverse environmental effect, and that these effects are considered acceptable as provided in the adopted Statement of Overriding Considerations. The current proposal is consistent with the development anticipated within the General Plan and the Saticoy & Wells Community Plan and Development Code.

Explanation:

a, b, e) The project's additional demand on existing wastewater systems was anticipated in the 2005 General Plan, the 2005 General Plan FEIR, which was reviewed by the South Coast Water Quality Control Board.

The City's standard for wastewater line capacity is a maximum line capacity of 50% for pipes 15-inches and smaller, and 75% for pipes 18-inches and larger. Kennedy/Jenks completed a Sewer Infrastructure Review for the proposed project in September 2013 (Appendix F). The study determined that the wastewater from the project would connect to the City's sewer collection system in North Bank Drive at two locations. The first connection would be at the easterly terminus of an existing 15-inch sewer line that is currently inactive and not connected to the City's sewer collection system. The second connection would be through the recently approved Watt Communities' "Enclave" residential project, which is located directly west of the project site. Once the flows are collected and conveyed beneath North Bank Drive, the wastewater would flow west to Saticoy Avenue, which is the end of the existing sewer pipeline. A proposed 15-inch sewer pipeline would connect to the existing sewer pipeline at North Bank Drive/Saticoy Avenue and continue southwest where it would connect to an existing 21-inch sewer pipeline in North Bank Drive, east of Matthews Avenue. From there, the wastewater would continue to flow southwest in North Bank Drive to the North Bank Lift Station. The North Bank Lift Station pumps the wastewater further to the southwest eventually reaching the Ventura Water Reclamation Facility. The North Bank Lift Station currently has a capacity of approximately 2,000 gallons per minute with two pumps operating and one pump on standby.

The Sewer Infrastructure Study (Kennedy/Jenks 2013) assumed a total of 214 residential units on the project site, while the proposed project consists of 193 units. The study also considered the 12 proposed developments within the Saticoy and Wells Community Plan boundary. In accordance with the City of Ventura's Wastewater Master Plan (Master Plan) criteria of 194 gallons per day per dwelling unit for estimating wastewater flows for "near-term" developments, the proposed project would generate 28.83 gpm of wastewater (or 0.0642 cubic feet per second). The study assumed that flow would be split between the two connection locations as follows: up to 122 dwelling units (or 16.44 gpm) would discharge flow directly to the easterly terminus of North Bank Drive and up to 92 units (or 12.39 gpm) would discharge flow through the proposed connection located in the adjacent Watt Communities' "Enclave" residential project. The study found that the recent flow monitoring at the downstream flow monitoring location near the North Bank Lift Station measured 1,500 gpm average flow and 2,300 gpm peak dry weather flow. Therefore, during a peak dry demand period, the lift station would operate at or near

capacity which agrees with what has been observed by the City's operations staff. However, the peak weather wet flow (PWWF) is estimated to be approximately 4,000 gpm based on the criteria in the Master Plan and the new flow monitoring data at the downstream flow monitoring location. The City is currently in the preliminary design stage for a planned 4th pump to the lift station in order to accommodate the PWWF during wet weather periods as Project Number 74061 of the City of Ventura Capital Improvement Plan 20147-2020. The pump would be added to the existing facility and no additional construction would be required to improve the lift station. The pump improvements would ensure that all wastewater flows associated with the proposed project could be adequately conveyed to the appropriate downstream wastewater treatment facility. The project applicant would be required to pay the Capital Improvement Development fees (CIDS) to the City, which would be considered the project's "fair share" contribution towards the requisite pump improvements. When new or expanded facilities would be proposed, those facilities would be subject to compliance with CEQA.

Water Flow: In its Water System Hydraulic Evaluation for the Project (Appendix E), RBF modeled existing pipeline conditions to determine whether existing pipelines would accommodate the water demand and fire flow required by the Project. RBF incorporated all pending projects identified by the City as of July, 2013 into the hydraulic model analysis. The water and fire flow demand estimates for the Project were calculated using the water demand factors from the CWRR. The report found that total residential and commercial average day demand for the Project is 66.99 AFY.

Water Supply: The Project would be served from the City's domestic water distribution system and would increase onsite water demand. A significant impact would occur if sufficient domestic and/or fire protection water supply were not available to serve the proposed project's current and long-term needs.

The 2005 General Plan FEIR estimated the total water available for City use in 2015 to be 28,262 AFY. This number was based on the 2000 Urban Water Management Plan (UWMP). However, the 2010 UWMP, amended in 2011, estimated the total water available for City use to be 22,000 AFY (based on Casitas MWD demands declining from 6,000 to 5,000 AFY). The 2010 UWMP estimated a 6.5% annual water loss (due to leaks in the infrastructure and evaporation); therefore the total water available for City use in 2015 is estimated to be approximately 19,700 AFY.

Based on a detailed analysis of the City's water supply and demand, the City's 2015 Comprehensive Water Resources Report (2015 CWRR), adopted in May 2015, concluded that projected 2015 drought water supply numbers are less than the projected water demand numbers. This indicates that if the current drought condition continues, the City will need to go in to mandatory conservation measures and/or pay penalties for overuse of the City's water supply sources. The City's existing water use today is 16,995 AFY.

The proposed land development project includes 123 single-family dwellings, 30 attached dwellings, 40 multi-family dwellings. The water demand estimate of 66.99 AFY for this project was calculated using the water demand factors from 2013 CWRR (consistent with the demand factors from the 2014 and 2015 CWRR). It is noted that this project lies within the service boundary of the United Water District. The project currently is utilizing water from the Santa Paula Basin via water allocation as a member of the Santa Paula Basin Pumpers Association. Upon annexation the property would utilize water from Ventura Water.

The Estimated Average Day Water Demand Table below shows the estimated water demand for the proposed Project. Water demand factors applied to estimate the Project's water demand were based on the City of Ventura's Comprehensive Water Resources Report (CWRR), which is

based on land use type, number of dwelling units, and building square footage. Factors also account for water loss and are generally considered to be conservative.

Estimated Average Day Water Demand

Use	No. Units	Avg Day Demand (gpd)	Ave Day Demand (gpm) ¹	Ave Day Demand (AFY) ²
Single Family	123	250/du	21.18	34.17
Multi-Family	70 sf	250/du	13.54	21.84
Parks	4.9 acres	9,800	6.98	10.98
Project Total			41.7	66.99

du – dwelling unit

AFY – acre feet per year

¹ *gpm was calculated by multiplying the demand factor by the unit number then dividing by 1,440 (the number of minutes in a day)*

² *afy was calculated by multiplying the demand factor by the unit number then multiplying by 365 and dividing by 325,853.38 (the number of gallons in an acre foot)*

Source: RBF Consulting, Comprehensive Water Resources Report, July 2013.

The stated goal of the City is to deliver a reliable and high quality water supply for customers, even during dry periods. According to a Water System Hydraulic Evaluation and Supply Discussion by RBF Consulting, Dated July 18, 2013, the proposed project's water demand is estimated to be 66.99 AFY. According to the 2015 CWRR, total Citywide demand, including demand from development applications for which permits have been granted, was 17,601 AFY in 2013, 17,343 in 2014, and estimated at approximately 17,660 AFY in 2015, and 18,428 AFY in 2020. It is assumed the project would be built out between 2016-2020. Therefore, the total water demand at project buildout is estimated to be 17,726.99 AFY (17,660 AFY + 66.99 AFY). This is within the City's conservative estimate of 2015 water supply, equaling 19,560-20,960 AFY and 2020 water supply equaling 19,767-23,667 AFY. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted under these estimates.

The current (normal year) available water supply for the City per the 2015 CWRR is 19,600 acre feet per year (AFY). Drought condition water supply for 2015 is estimated to range from a low of 14,888 AFY to high 16,888 AFY. With the current drought conditions the estimated drought water supply is very close to current demand in the City.

The 2015 CWRR includes information on tightening water supply restrictions. The report also includes estimated total future water demands based on existing water demands (17,167 AF baseline demand) plus estimated demands for approved development projects (1,128 AF). The total future water demand (18,298 AF) estimates do not account for any other recently initiated or pending projects.

CWRR indicates that "the spread between the current water demand and the current water supply is very tight, and in some conditions the supply could be less than the demand." This presents challenges for the City moving forward in its ability to allocate water supply to development projects what that will generate additional water demands.

The City's Water Supply Contingency Plan specifies the Six Water Shortage Stages Triggers and Demand Reduction Goals for the delivery of water citywide. Depending on the time that building permits are issued additional measures may be necessary to comply with the demand reduction goals of the current stage.

Standard Conditions of Approval for maps include the following requirement:

1. The property shall relinquish any water rights associated with the property to the City.

For any additional water supply required to meet the estimated water demand of the proposed project (66.99 AF), in addition to the water rights relinquished to the City, Standard Conditions of Approval for development projects shall include the following two requirements:

2. The development shall utilize best management practice (BMP) low water use standards.
3. Water in-lieu fee payments shall be made if such a system is in place at the time building permits are issued; if no in-lieu fee is in place when building permits are issued, the applicant shall acquire and secure water rights that are acceptable and deemed transferrable to the City.

Based on these findings, the proposed development project will be reevaluated at the time building permits are issued and buildings permits will be issued contingent upon an adequate water supply available for this project. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted.

The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR. **Therefore, impacts to wastewater treatment would be less than significant.**

c) An MS-4 compliance study was completed for the proposed project by Jensen Design and Survey in July 2013 (Appendix E). As discussed above in Section IX (*Hydrology and Water Quality*), post developed runoff would be directed to several bio-swales constructed as part of the roadway improvements prior to entering the on-site storm drain system. These facilities would provide "pre-treatment" of runoff along the proposed streets. Runoff would also be retained on-site to the extent required to ensure post-development runoff volumes would not exceed pre-development runoff volumes. These runoff volumes would be directed towards a proposed underground infiltration facility, which would be located in the green belt area along the southern most development area. Preliminary calculations indicate that the total Stormwater Quality Design Volume (SQDV) that needs to be treated and/or retained on-site is approximately 14,110 cubic feet. In order to retain this volume, the project is proposing to install a Contech ChamberMaxx retention units, which is identified in Section 6 of the Ventura County Technical Guidance Manual, as an acceptable method of infiltration. The proposed on-site volume of retention is approximately 14,700 cubic feet, which exceeds the required SQDV. An easement would also be recorded to allow discharge of any non-retained runoff into the offsite storm drain line located beneath North Bank Drive, which eventually discharges into the Santa Clara River. The design and implementation of the system uses a variety of Best Management Practices (BMPs) for the treatment of stormwater, including source control, site design, and structural treatment control techniques.

The data reconfirms the assumptions in the 2005 General Plan EIR & the 2009 Saticoy & Wells Community Plan and Development Code EIR, **Therefore, impacts on drainage facilities would be less than significant.**

d) A Water System Hydraulic Evaluation and Supply Report for the proposed project was completed by RBF Consulting in July, 2013 (Appendix G). The project is proposed to be served from the City's domestic water distribution system and is expected to generate additional water usage, which would have an impact on the City's water system. Table 10 shows the estimated water demand for the proposed project.

**Table 10
Estimated Average Day Water Demand**

Area (Acres)	Unit Type	No. Units	Density (DU/ac)	Land Use Classification	Demand Factor	Avg Day Demand (gpd)	Ave Day Demand (gpm)	Ave Day Demand (AFY)
8.30	Single Family	122	14.7	Residential (9-20 du/ac)	250 gpd/DU	30,500	21.18	34.17
313	Multi-Family	78	24.9	Residential (21+ du/ac)	250 gpd/DU	19,500	13.54	21.84
4.9	Park/ Landscape / Irrigation	-	-	Parks	2,000 gpd/ac	9,800	6.81	10.98
Totals						59,800	41.53	66.99

Source: RBF Consulting, "Water System Hydraulic Evaluation and Supply Discussion for Tentative Tract No. 5913 in the City of Ventura" September 2013.

The stated goal of the City is to deliver a reliable and high quality water supply for customers, even during dry periods. According to a Water System Hydraulic Evaluation and Supply Discussion by RBF Consulting, Dated July 18, 2013, the proposed project's water demand is estimated to be 66.99 AFY. According to the 2015 CWRR, total Citywide demand, including demand from development applications for which permits have been granted, was 17,601 AFY in 2013, 17,343 in 2014, and estimated at approximately 17,660 AFY in 2015, and 18,428 AFY in 2020. It is assumed the project would be built out between 2016-2020. Therefore, the total water demand at project buildout is estimated to be 17,726.99 AFY (17,660 AFY + 66.99 AFY). This is within the City's conservative estimate of 2015 water supply, equaling 19,560-20,960 AFY and 2020 water supply equaling 19,767-23,667 AFY. Therefore, the proposed project would not cause the City's water demand to exceed the projected supply and groundwater supplies would not be depleted under these estimates.

The current (normal year) available water supply for the City per the most recent Comprehensive Water Resources Report (2015 CWRR) is 19,600 acre feet per year (AFY). Drought condition water supply for 2015 is estimated to range from a low of 14,888 AFY to high 16,888 AFY. With the current drought conditions the estimated drought water supply is very close to current demand in the City.

The 2015 CWRR includes information on tightening water supply restrictions. The report also includes estimated total future water demands based on existing water demands (17,167 AF baseline demand) plus estimated demands for approved development projects (1,128 AF). The total future water demand (18,298 AF) estimates do not account for any other recently initiated or pending projects.

The 2015 CWRR indicates that "the spread between the current water demand and the current water supply is very tight, and in some conditions the supply could be less than the demand." This presents challenges for the City moving forward in its ability to allocated water supply to development projects what twill generate additional water demands.

The City's Water Supply Contingency Plan specifies the Six Water Shortage Stages Triggers and Demand Reduction Goals for the delivery of water citywide. Depending on the time that building permits are issued additional measures may be necessary to comply with the demand reduction goals of the current stage.

Based on these findings, the proposed development project will be reevaluated at the time building permits are issued and buildings permits will be issued contingent uon an adequate water supply available for this project.

An adequate water supply for the proposed development project shall include the following three requirements:

1. The property shall relinquish any water rights associated with the property to the City.

For any additional water supply required to meet the estimated water demand of the proposed project (40.24 AF) in addition to the water rights relinquished to the City the following shall be required:

2. The development shall utilize best management practice (BMP) low water use standards.
3. Water in-lieu fee payments shall be made if such a system is in place at the time building permits are issued; if no in-lieu fee is in place when building permits are issued, the applicant shall acquire and secure water rights that are acceptable and deemed transferrable to the City.

Therefore, the project's impact on water supply would be less than significant.

f, g) The City's 2005 General Plan reflects a residential land use and the 2009 Saticoy Community Plan changed the zoning from residential to the existing zoning of T4.10 Urban General. Prior to 2009, the property has been reflected in the City's Sphere of Influence for development since December 1990. The 2005 General Plan, the Saticoy & Wells Community Plan and Development Code, the certified EIRs, and Statement of Overriding Considerations addressed that new development would increase solid waste sent to landfills by an estimated 84 tons per day by 2025. This is within the current available daily capacity at Toland Road Landfill, but area landfills are projected to close in the 2022-2027 timeframe. Regional waste generation increases could exceed the daily capacity of area landfills.

Solid waste disposal is an issue of regional and statewide significant, especially as landfills are approaching and/or reaching their capacities. Recycling and reusing waste materials provides significant 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 969 required all jurisdictions in California to increase their landfill diversion to 50% by 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 the City are required to implement site specific source reduction, recycling, and re-use programs to

comply with AB 939 and AB 341.

In addition, all newly constructed solid waste enclosures must comply with the City's Refuse and Recycling Enclosure Minimum Standards and Guidelines (March 2004), which includes the provision that all new enclosures must be constructed to accommodate at least one 3-cubic yard trash bin and one 3-cubic yard recycling bin.

Construction and demolition projects can generate large amounts of waste. 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) 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 Environmental Sustainability Division works in conjunction with the Building and Safety Division in reviewing and assisting applicants with the WMP plans. The WMP must be submitted and approved as a part of the plan-check process before a building permit can be issued. The implementation of the WMP must result in the diversion of at least 50% of the waste generated during a construction project.

Waste disposal for the proposed project would be accommodated by the City's franchise trash hauler. The landfills closest to the project site are the Toland Road Landfill and the Simi Valley Landfill. Based on a 2005 General Plan waste generation rate of 0.0096 tons/day per person, development facilitated by the project would generate an estimated additional 4.92 tons of solid waste per day. However, the City diverts approximately 61% of this solid waste through source reduction programs such as recycling; therefore, the amount sent to the landfills by the proposed project would be approximately 1.92 tons per day. Both of these landfills have available permitted solid waste disposal capacity through 2027. The changes to the environment proposed by the project would not result in solid waste impacts beyond those previously considered and approved in the 2005 General Plan and EIR and Saticoy and Wells Community Plan and EIR and Statement of Overriding Considerations. **Therefore, solid waste impacts would be less than significant.**

Reference:

- R (2005 General Plan EIR, Section 4.13);
- T (Saticoy and Wells Community Plan and Code FEIR, Section 2.0)
- K Water System Hydraulic Evaluation and Supply Discussion for Tentative Tract No. 5913 in the City of Ventura, Memorandum from RBF Consulting July 18, 2013
- I Sewer Infrastructure Review Report by Kennedy/Jenks Consultants, September 24, 2013
- L RBF Consulting. May 2014. Comprehensive Water Resources Report.
- Y Ventura, City of. City Council Resolutions 2005-071, 2006-056, 2007-049, Certifying EIR-2452
- B
- Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE	<i>Potentially Significant Impact</i>	<i>Less Than Significant Impact with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
Does the Project:				

a) Have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) 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"/>

Explanation:

a) Based on the information obtained in the preparation of this Initial Study, the proposed project would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number of restrict the range of a rare or endangered plant or animal, or eliminate important examples or the major period of California history or prehistory. Compliance with standard construction techniques and notification protocols would ensure impacts associated with the unlikely discovery of previously undetected subsurface cultural resources during excavation activities would remain less than significant. The project site is located in a predominately urban setting, and development would occur on previously disturbed and partially developed land, which would not impact rare or endangered plant or animal communities or any significant historical or cultural resources. **Impacts would therefore be less than significant.**

b) As presented in sections I through XVII, the project would have no impact, or a less than significant impact with respect to all environmental issues. Due to the limited scope of direct physical impacts to the environment associated with the proposed project, the impacts are project-specific in nature. **Consequently, the project along with other cumulative projects would result in a less than significant cumulative impact with respect to all environmental issues.**

c) In general, impacts to human beings are associated with air quality, hazards and hazardous materials, and noise impacts. The South Central Coast Air Basin is currently designated as a non-attainment area for PM10, and the Ventura County APCD is designated as non-attainment for PM2.5. The development of the proposed project would contribute to air pollutant emissions on a short-term basis. As a result, the project would be required to comply with regional rules that assist in reducing short-term air pollutant emissions. The purpose of VCAPCD Rule 55 is to reduce the amount of particulate matter in the atmosphere resulting from man-made fugitive dust sources. The proposed project would be required to be consistent with the General Plan's Goals and policies and the City's hazardous materials remediation procedures, and impacts related to hazards and safety were evaluated in the 2005 General Plan EIR and the Saticoy FEIR and were considered less than significant. Furthermore a Noise Study prepared by Rincon

Consultants on February 18, 2014 concluded uses adjacent to the proposed project would not cause noise levels that would exceed City standards for outdoor noise. **The potential impacts on human beings would be less than significant.**

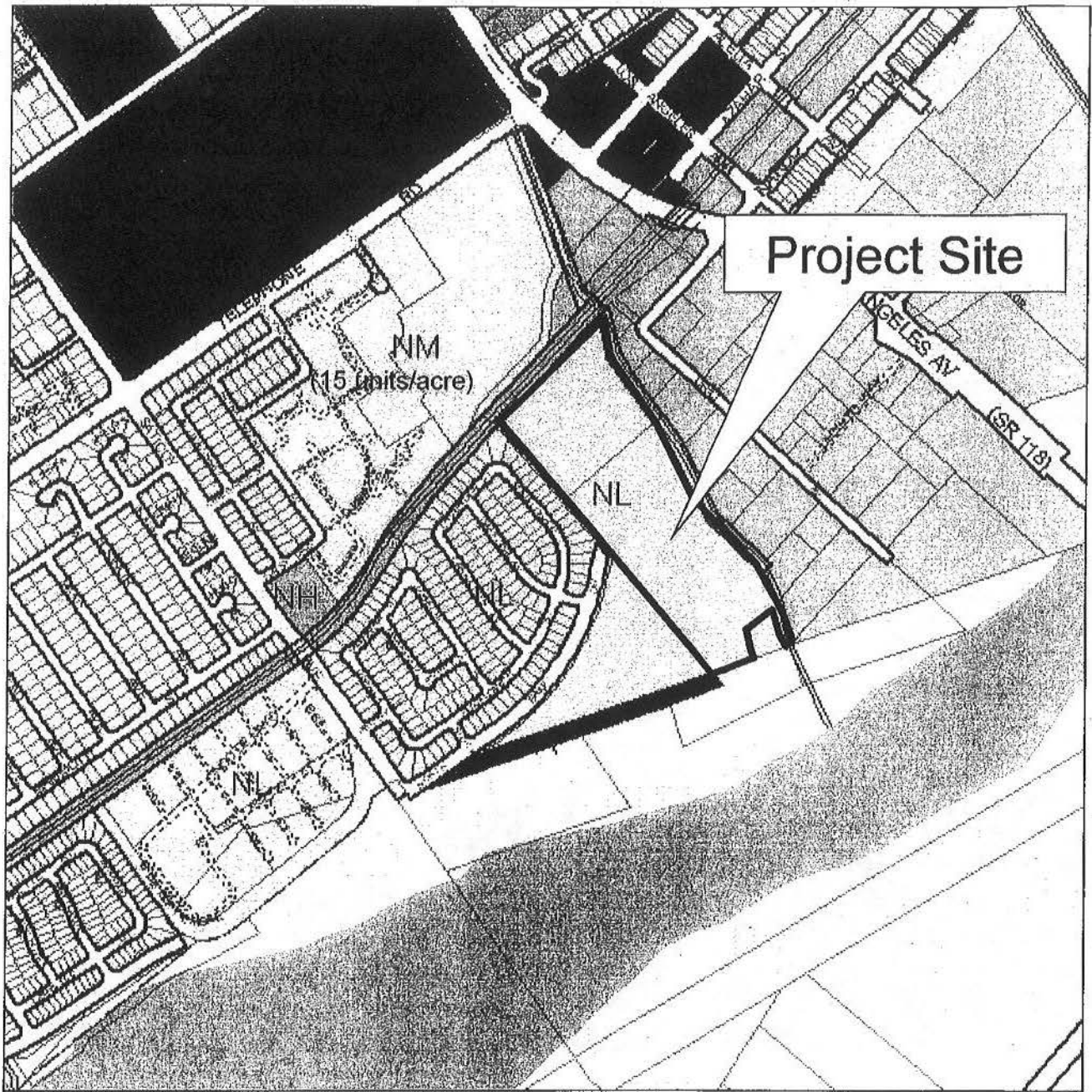
F. REFERENCES:

- A. Associated Transportation Engineers. October 21, 2013. Northbank Housing Project City of Ventura, California, Traffic and Circulation Study.
- B. California Air Pollution Control Officers Association (CAPCOA). January 2008. CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act.
- C. California Department of Conservation (CDC), Division of Land Resource Protection. Farmland Mapping and Monitoring Program. Website accessed September 2013. <http://www.conservation.ca.gov/dlrp/fmmp/Pages/Index.aspx>
- D. California Environmental Protection Agency (CalEPA) and Department of Toxic Substances Control. Managing Hazardous Waste. Website accessed September 2013 <http://www.envirostor.dtsc.ca.gov/public/>
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- G. Earth Systems. June, 2013. Geotechnical Engineering Report for Proposed Residential Development.
- H. Federal Emergency Management Agency (FEMA), Flood Insurance Rate Map Program. Website accessed September 2013.
- I. Kennedy/Jenks Consultants. September 24, 2013. Sewer Infrastructure Review Report
- J. Project Development Application, Case File Project No. 6270, dated May 10, 2013
- K. RBF Consulting. June 20, 2013. Water System Hydraulic Evaluation and Supply Discussion for Enclave at North Bank Drive Project.
- L. RBF Consulting, 2014 Comprehensive Water Resources Report, May 2014
- M. Rincon Consultants, Inc. February 18, 2014. Noise Study
- N. Saticoy and Wells Community Plan and Development Code Final EIR, 2009.
- O. Southern California Association of Governments. 2011. Profile of the City of Ventura.
- P. South Coast Air Quality Management District. 2010. *Greenhouse Gases (GHG) CEQA Significance Thresholds Working Group Meeting #15*. <http://www.aqcmd.gov/ceqa/handbook/GHG/2010/sept28met/sept29.html> Southern California Association of Governments. 2011. Profile of the City of Ventura.
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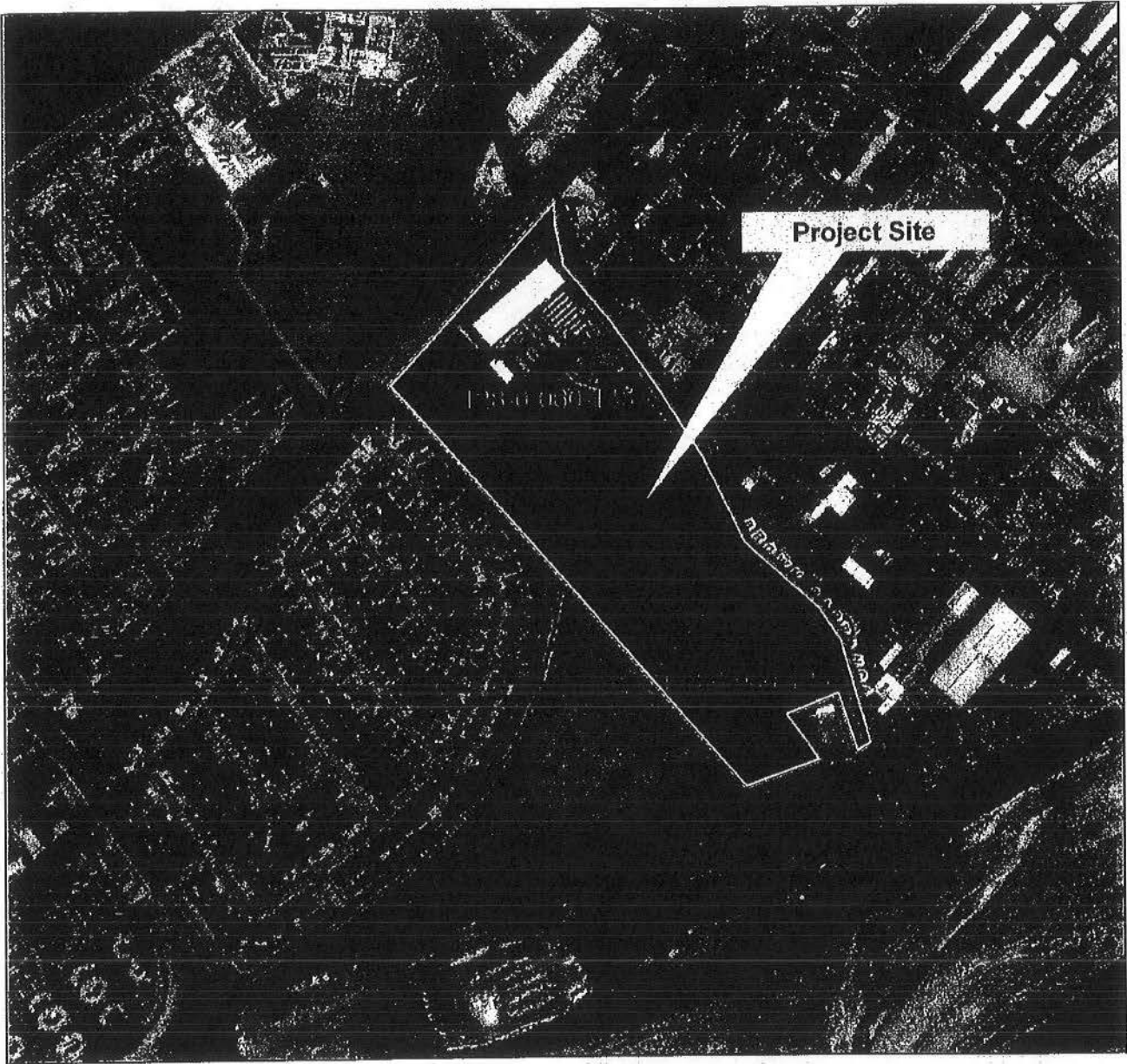
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- S. Ventura, City of. 2014. City of Ventura Geographic Information Systems Land Use and Zoning Maps.
- T. Ventura, City of 2009. *Saticoy & Wells Community Plan and Development Code Draft Environmental Impact Report, EIR-2493*, SCH#2006081139.
- U. Ventura, City of. California Emission Estimator Model (CALEEmod) (Version 2011.1.1) report
- V. Ventura, City of. 2014. *Municipal Code, City of San Buenaventura, California*. <http://library.municode.com/index.aspx?clientId=10135&stateId=5&stateName=California>
- W. Ventura, County of. October 2003. Air Pollution Control District. Air Quality Assessment Guidelines.
- X. Ventura, County of. General Plan. 2011. General Plan Hazards Appendix.
- Y Ventura, City of. City Council Resolution 2007-049, Certifying EIR-2452 B
- Z Ventura, City of. City Council Resolution 2009-066, Certifying EIR-2473
- BB. Jensen Design & Survey, Inc. July 29, 2013, *MS4 Compliance Letter Tentative Tract 5913*
- AA. Ventura, County of. 2014 *Franklin – Brown – Sudden – Clark Barranca 2 – Dimensional Floodplain Analysis*, Kasraie Consulting

ATTACHMENTS:

- A. Project Location and Vicinity Map
- B. Site Plan, Landscape Plan, Project Elevations
- C. Technical Studies [i.e., Air Quality/GHG, Cultural, Historic, Noise, Traffic, Water]



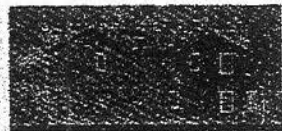
Attachment A
Project Location
PROJ-6270



Attachment A
Project Location
PROJ-6270



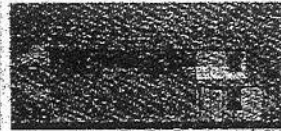
Plan One Elevation - Right Side



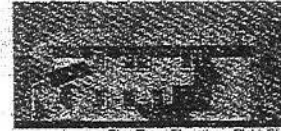
Plan One Elevation - Left Side



Plan Two Elevation - Right Side



Plan Two Elevation - Left Side



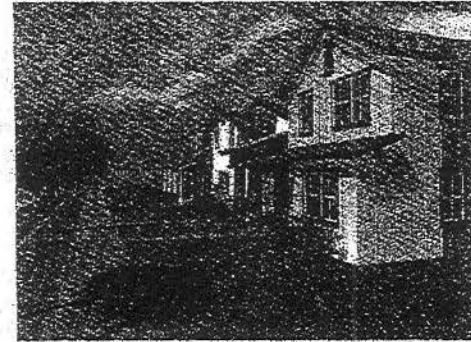
Plan Three Elevation - Right Side



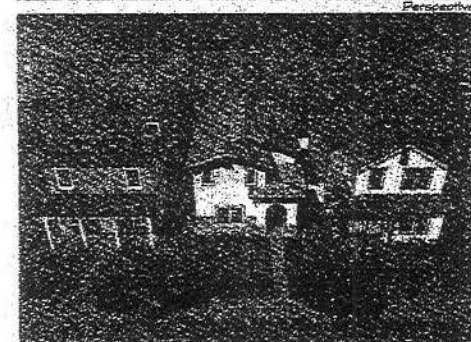
Plan Three Elevation - Left Side



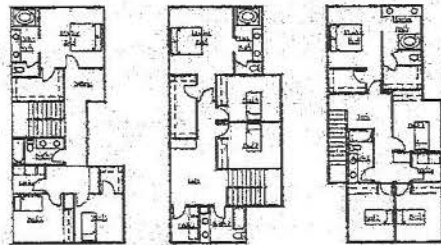
Perspective



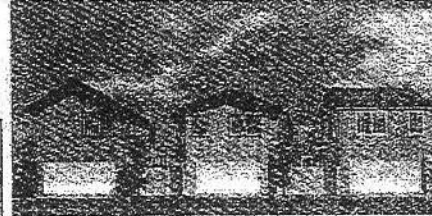
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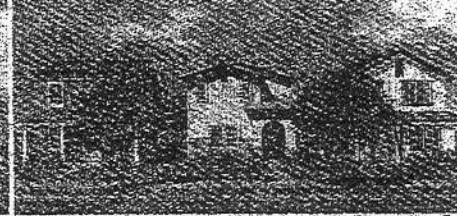
Perspective - Front



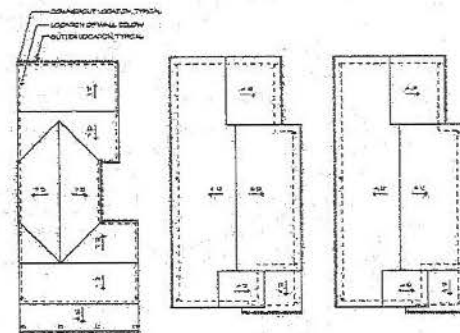
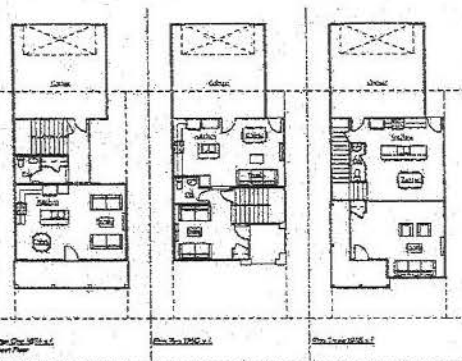
Floor Plans



Perspective - Rear



Perspective - Front

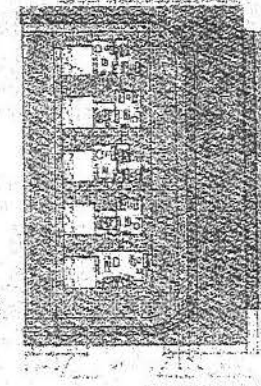


Roof Plans

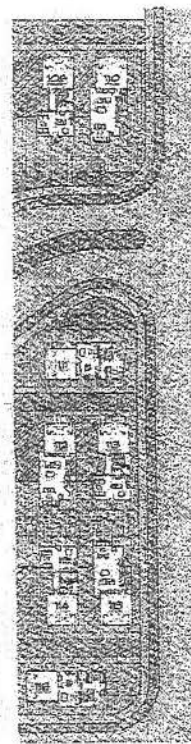
EXHIBIT C



Front Elevation



Shed Plan 1/2\"/>

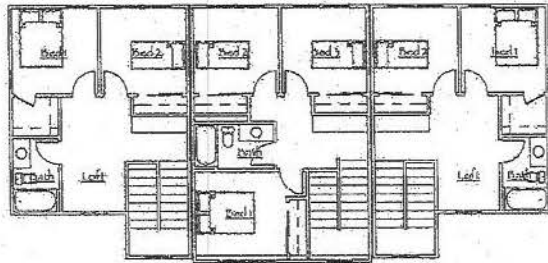


Shed Plan 1/2\"/>

DRC.3
SINGLE FAMILY RESIDENCES

NORTHBANK VENTURES, LLC
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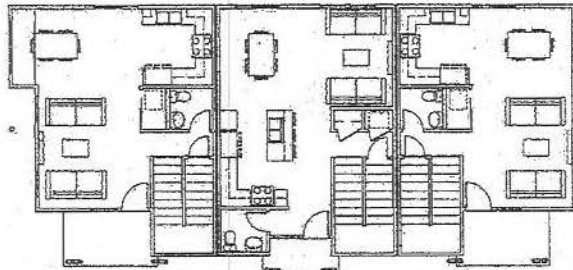
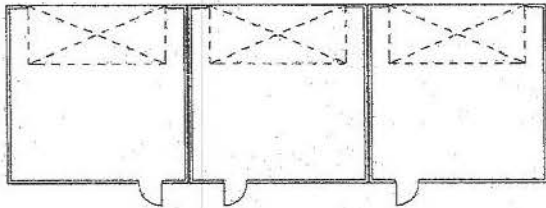
DICECCO
ARCHITECTURE
1111 11th Street, San Buenaventura, CA 91321
Tel: 805.388.1111 Fax: 805.388.1112



Plan One
Second Floor

Plan Two

Plan One-X

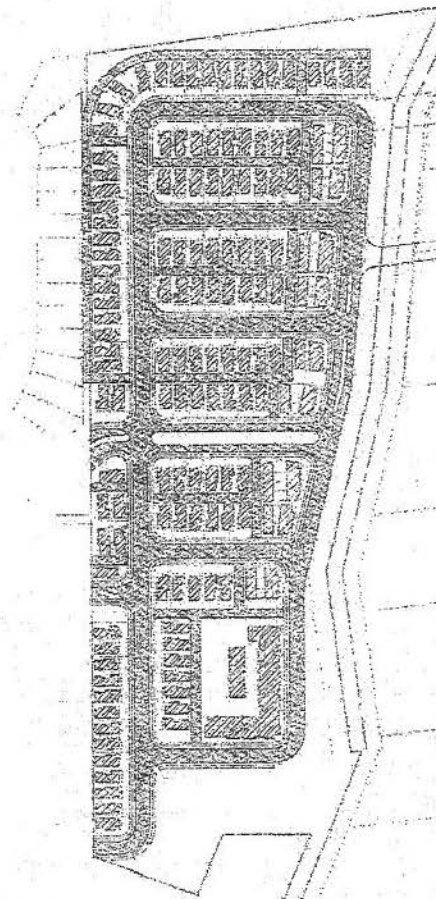


Plan One 1056 s.f.
First Floor

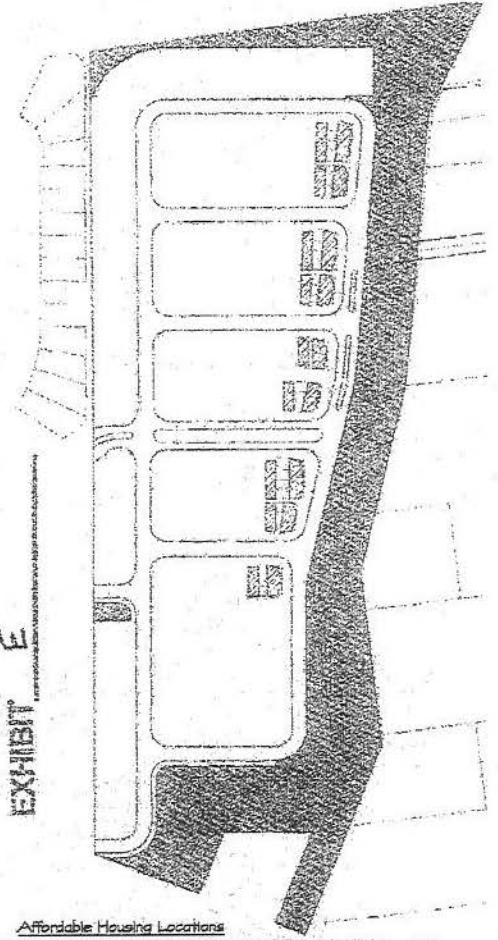
Plan Two 1140 s.f.

Plan One-X 1028 s.f.

Floor Plans



Building Locations



Affordable Housing Locations

Affordable Housing Summary

Proposed Total Units: 197 units
 For Sale: 157 units proposed
 125 Single family residences
 32 Affordable for sale triplex/quadruplex
 (affordable for sale @ 20% = 90 units, 90 proposed)
 Rental: 40 apartments

100% of these units will be for sale affordable to moderate income families



DRC.5
 AFFORDABLE HOUSING

NORTHBANK VENTURES, LLC
 NORTHBANK

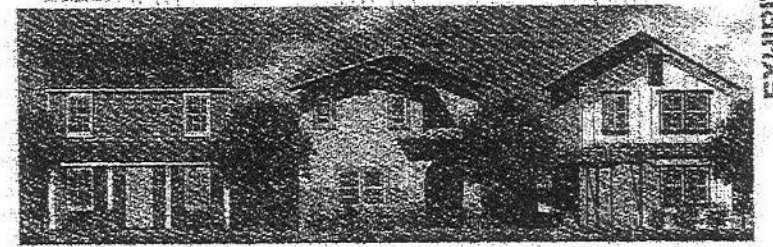
A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

DICECCO ARCHITECTURE
 7325 ...
 949.441.1100

Material Legend

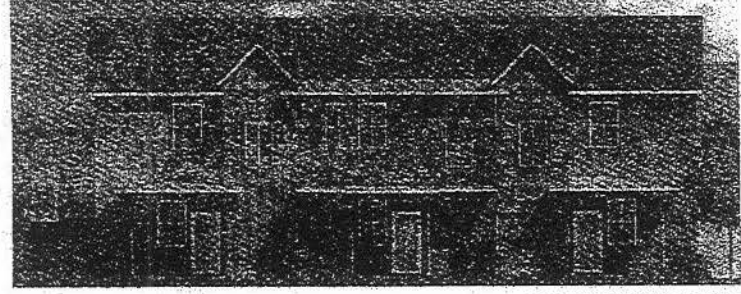
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③	Asph/Flt Shingles	⑫	White	⑲	White	⑲	White
④	Asph/Flt Shingles	⑬	White	⑲	White	⑲	White
⑤	Asph/Flt Shingles	⑭	White	⑲	White	⑲	White
⑥	Asph/Flt Shingles	⑮	White	⑲	White	⑲	White
⑦	Asph/Flt Shingles	⑯	White	⑲	White	⑲	White
⑧	Asph/Flt Shingles	⑰	White	⑲	White	⑲	White
⑨	Asph/Flt Shingles	⑱	White	⑲	White	⑲	White

- ① Asph/Flt Shingles
- ② Asph/Flt Shingles
- ③ Asph/Flt Shingles
- ④ Asph/Flt Shingles
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- ⑧ Asph/Flt Shingles
- ⑨ Asph/Flt Shingles
- ⑩ White
- ⑪ White
- ⑫ White
- ⑬ White
- ⑭ White
- ⑮ White
- ⑯ White
- ⑰ White
- ⑱ White



Single Family Residence Color Scheme 1

- ① Asph/Flt Shingles
- ② Asph/Flt Shingles
- ③ Asph/Flt Shingles
- ④ Asph/Flt Shingles
- ⑤ Asph/Flt Shingles
- ⑥ Asph/Flt Shingles
- ⑦ Asph/Flt Shingles
- ⑧ Asph/Flt Shingles
- ⑨ Asph/Flt Shingles
- ⑩ White
- ⑪ White
- ⑫ White
- ⑬ White
- ⑭ White
- ⑮ White
- ⑯ White
- ⑰ White
- ⑱ White



TH/Quadplex Affordable Color Scheme

- ① Asph/Flt Shingles
- ② Asph/Flt Shingles
- ③ Asph/Flt Shingles
- ④ Asph/Flt Shingles
- ⑤ Asph/Flt Shingles
- ⑥ Asph/Flt Shingles
- ⑦ Asph/Flt Shingles
- ⑧ Asph/Flt Shingles
- ⑨ Asph/Flt Shingles
- ⑩ White
- ⑪ White
- ⑫ White
- ⑬ White
- ⑭ White
- ⑮ White
- ⑯ White
- ⑰ White
- ⑱ White



Single Family Residence Color Scheme 2

EXHIBIT 6

DRC.7
Colors

NORTHBANK VENTURES, LLC
NORTHBANK
A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

DICECCO
ARCHITECTURE
3110 AVENUE 108, SUITE 100
SAN BUENAVENTURA, CA 94065
TEL: 415.329.1100

PROJECT DESCRIPTION

The North Bank Apartments have been formed as a 40-unit Multi-family courtyard community in response to serve the social aspects of the prospected society. This new community is situated within a new larger development that allows for several types of living styles, from the small open multi-family buildings to the more intimate single family parcels.

The project style blends the surrounding traditional architecture development into the denser contemporary design. The architecture and planning create a village type of atmosphere with dynamic arrangement of massing elements, allowing for connections of the internal community with the larger development.

The small clubhouse and leasing area is located north of the site to provide an easy entry to the services. The project incorporates outdoor living space and expansive gardens and vegetation throughout the site. Parking for the project is conveniently located for residents within the site providing a majority of the site perimeter to have building facade. The parking provides either an assigned garage space or unassigned surface and carport parking space very close to their unit.

PROJECT DATA

PROJECT MIX:

Unit Summary:	Unit Type	No. of Units	Net Unit S.F.	Balcony S.F.	Unit Price	Average S.F./Unit
One-Bedroom		22			56.0%	622
	1A	11	616	60		
	1B	11	628	60		
Two-Bedroom		9			22.6%	683
	2A	3	958	80		
	2B	4	1059	80		
2C	2	989				
Three Bedroom		3			22.6%	1,210
	3A	0	1,203	90		
	3B	3	1,250	90		
Total No. of Units: 40						
Project Average:						
Rec Leasing Building	Room No.	S.F.	Balcony S.F.			
REC	1	2020	0			
LEASING	1	704	0			2784
Project Square Footage						
		Total Net (antable in DJ's by Risk)	Garage Parking	Rec/Leasing (Net)		Total Net Area
Building A Gross		22,064		2,754		
Building B Gross		1,933	2,900	N/A		
Total Gross Project Area:		24,007	2,900	2,754		29,761

*Open streets are counted as 50% towards gross area

Open Space Requirements

	Area
Total Site Area	28,788
± Open Space required	15%
Open Space Required (S.F.)	4,318

Open Space Provided:

	Area
Private Balconies	2,200
Open Courtyards	9,430
Franchise yards	4,980
Total Open Space Provided Area:	16,610

BUILDING "A" MIX:		
Unit Summary:	Unit Type	No. of Units
One-Bedroom		22
	1A	11
	1B	11
Two-Bedroom		9
	2A	3
	2B	4
2C	0	
Three Bedroom		3
	3A	0
	3B	3
Total No. of Units: 40		
BUILDING "B" MIX:		
Unit Summary:	Unit Type	No. of Units
One-Bedroom		0
	1A	0
1B	0	
Two-Bedroom		3
	2A	0
	2B	0
2C	2	
Three Bedroom		0
	3A	0
3B	0	
Total No. of Units: 3		

EXHIBIT

PROJECT DATA/ DESCRIPTION

A02

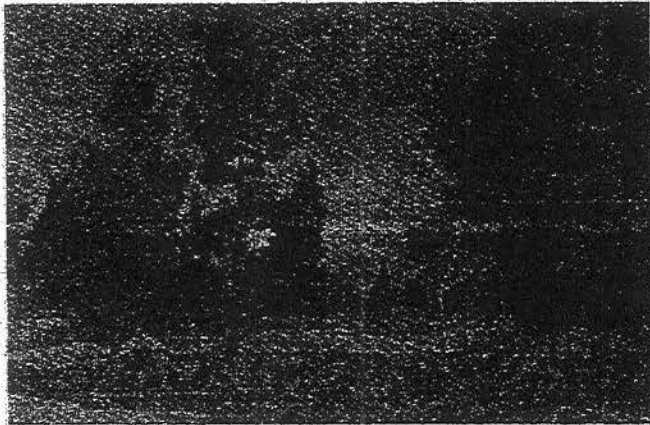
NORTHBANK VENTURES, LLC
NORTHBANK

A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

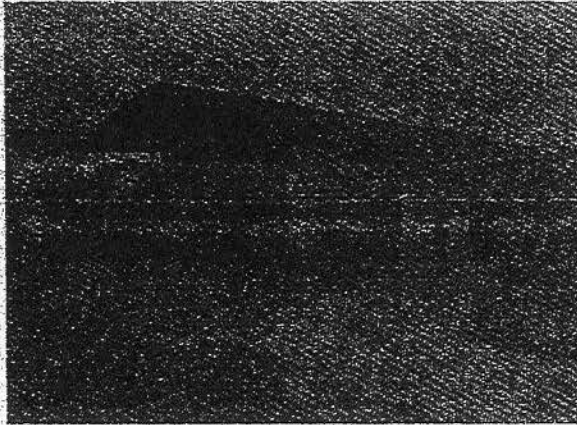
VENTURA, CALIFORNIA
312.111.1012-1002

Architecture+Planning
4733 Ocean Avenue, Ste 250
Santa Monica, CA 90401
310-394-2623
lrgy.com

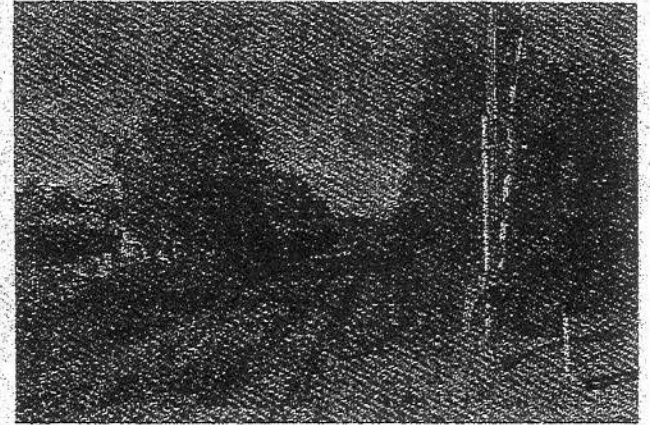




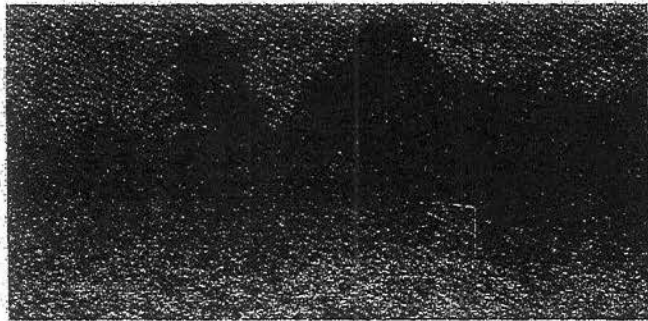
A-FRITZ HUNTSINGER YOUTH SPORTS COMPLEX



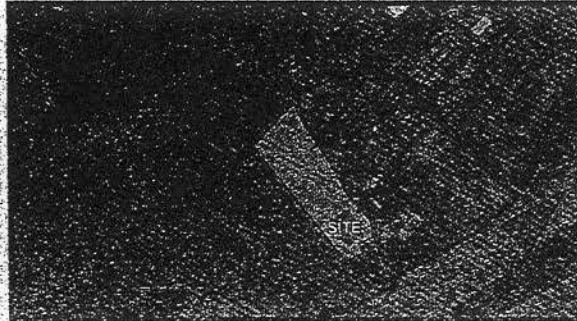
B-LITTLE HOUSE OF GROOMING



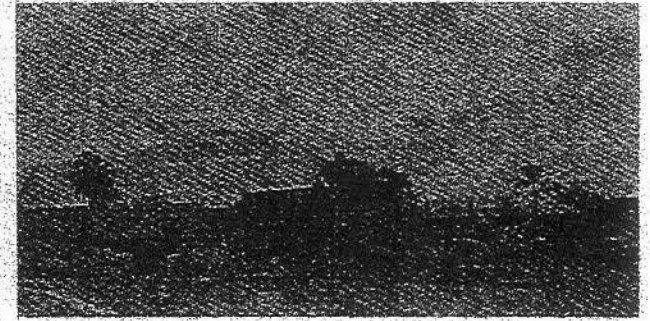
C-TRAIN TRACKS



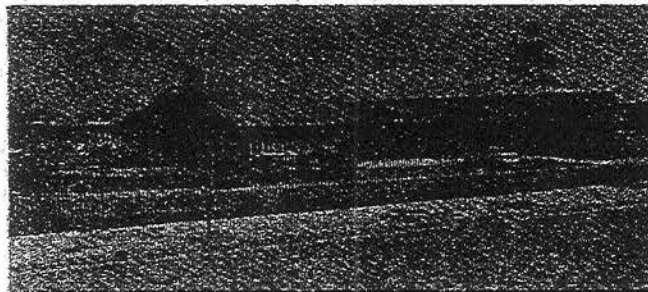
D-SATICOY REGIONAL GOLF COURSE



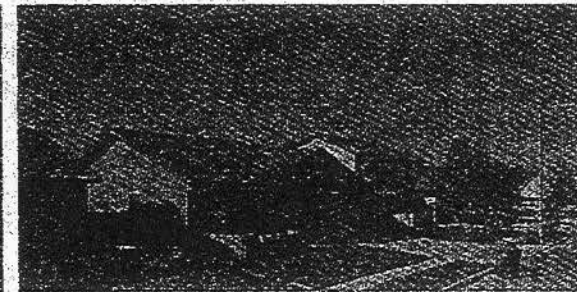
VICINITY KEY PLAN



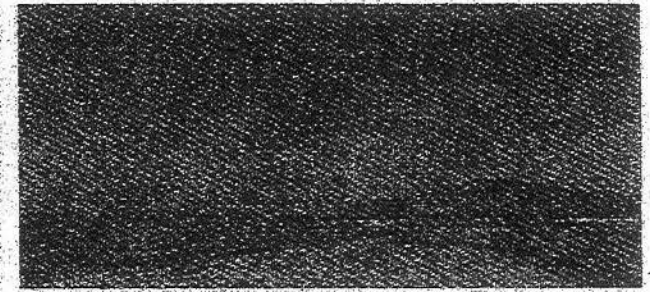
E-INDUSTRIAL SHOPS



F-SATICOY REGIONAL GOLF COURSE



G-NEAR BY SINGLE FAMILY HOMES



H-SANTA CLARA RIVER BED

EXHIBIT K

NORTHBANK VENTURES, LLC
NORTHBANK
A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

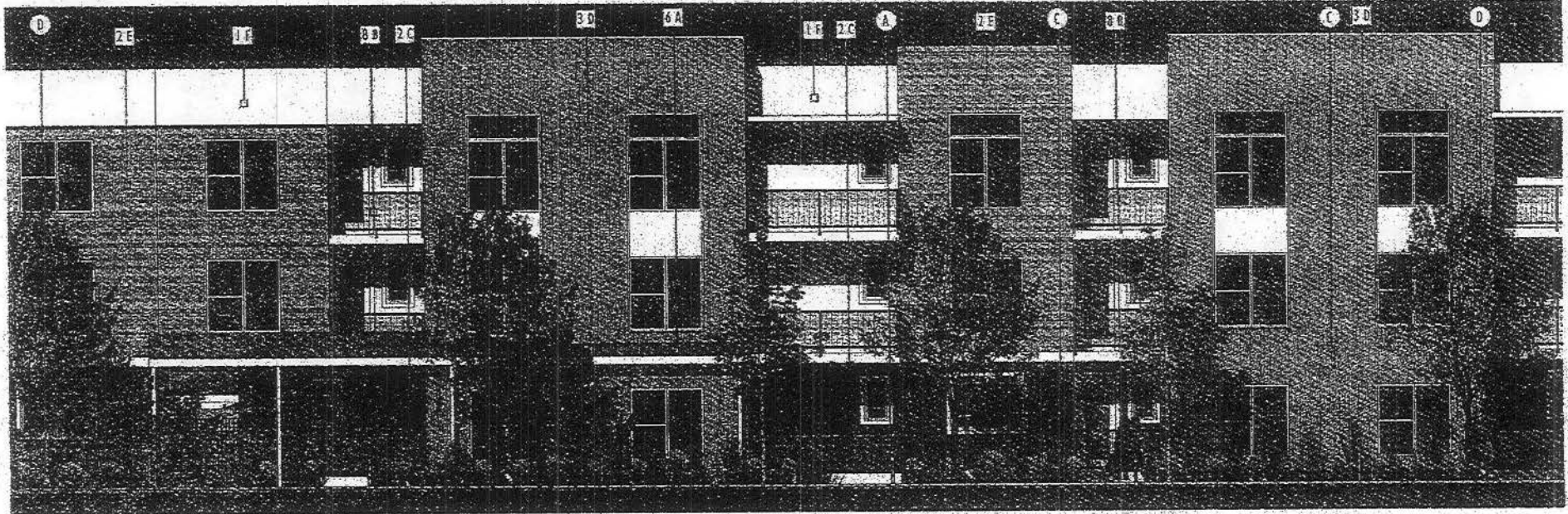
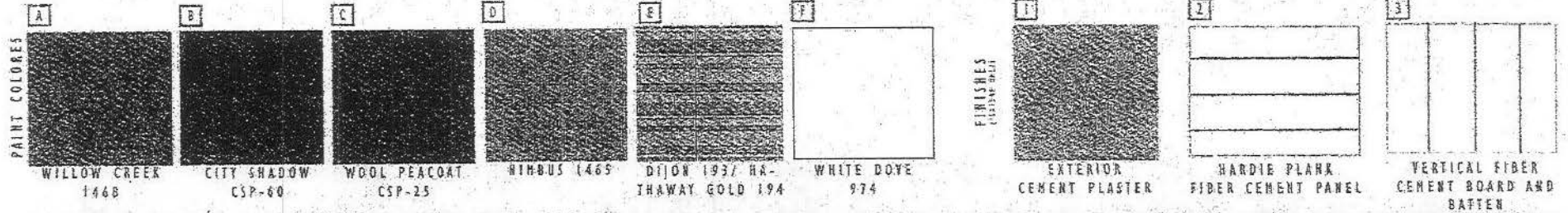
SITE DATA

VENTURA, CALIFORNIA
115.5° 2' 20.0" W
34.2° 40' 30.0" N

Architecture+Planning
1739 Ocean Avenue, Ste 250
Santa Monica, CA 90401
310.394.2623
kigy.com



A04



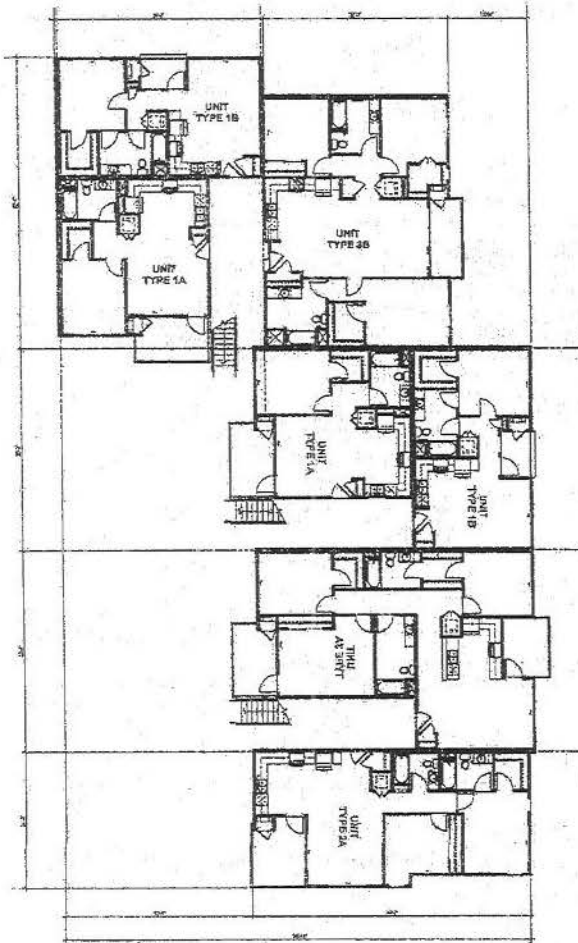
MATERIALS/ COLOR BOARD A06

NORTHBANK VENTURES, LLC
NORTHBANK
 A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

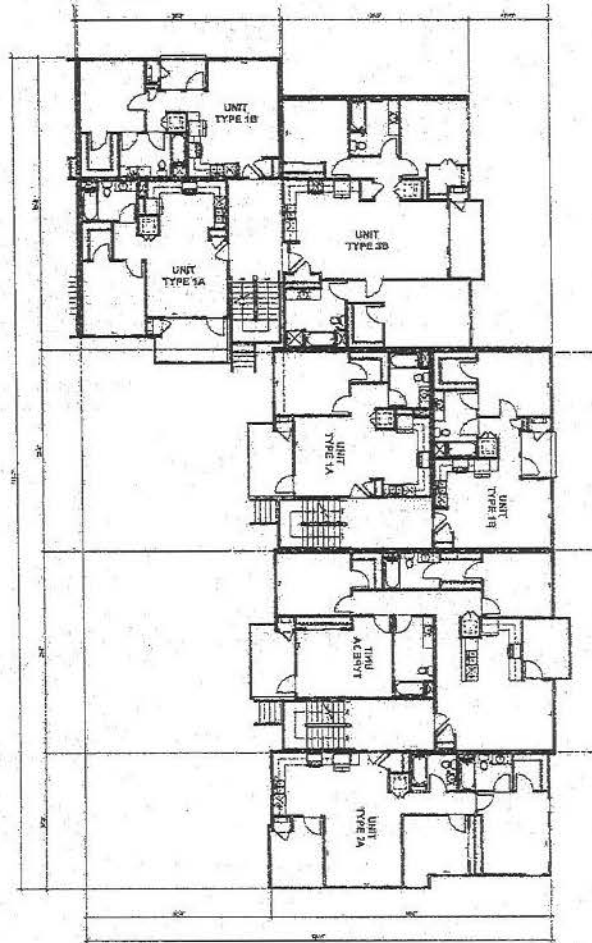
VENTURA, CALIFORNIA
 133 E. W. 2012-2014

Architecture+Planning
 4521 Ocean Avenue, Suite 250
 Santa Monica, CA 90404
 310.394.2623
 kgty.com

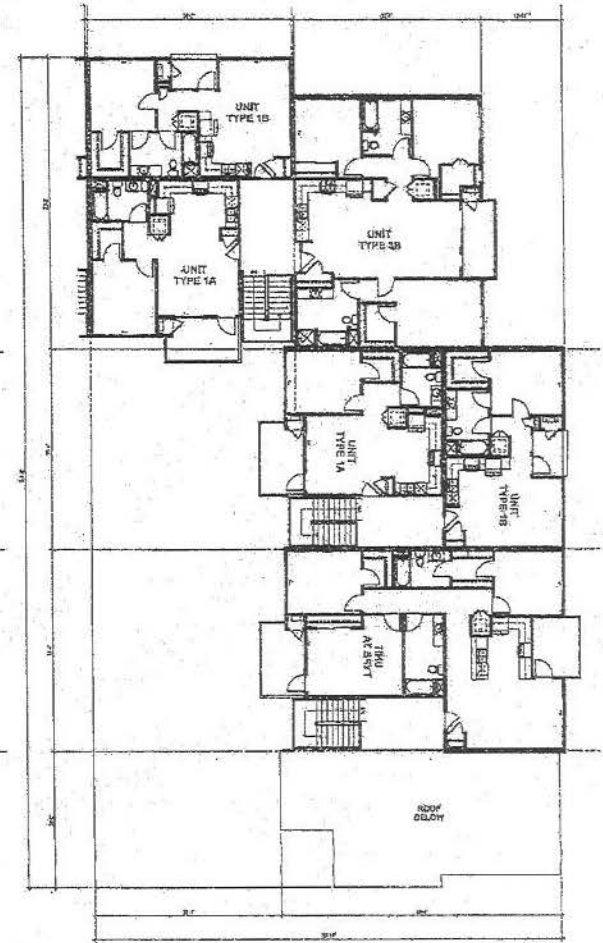




⊕ GROUND FLOOR

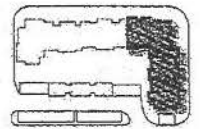


⊕ 2ND FLOOR



⊕ 3RD FLOOR

KEY PLAN



BUILDING TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM.

EXHIBIT

BUILDING-A, PARTIAL PLANS

A08

NORTHBANK VENTURES, LLC
NORTHBANK

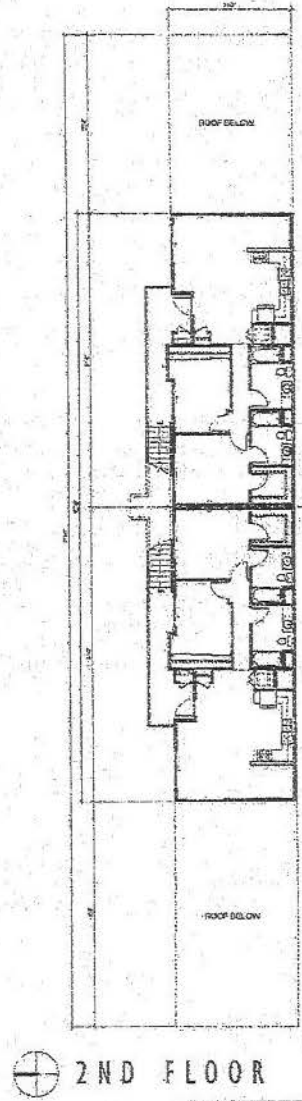
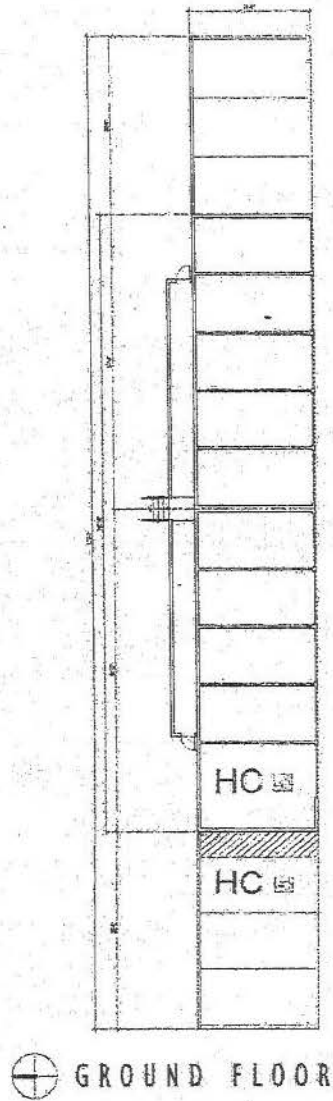
A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

VENTURA, CALIFORNIA
415.632.2277 ext. 4001

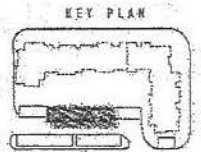
Architecture+Planning
1733 Ocean Avenue, Ste 250
Santa Monica, CA 90401
310.394.2623
kigs.com



EXHIBIT



BUILDING TO BE EQUIPPED WITH AN AUTOMATIC FIRE SPRINKLER SYSTEM.



BUILDING-B PLANS

A 10

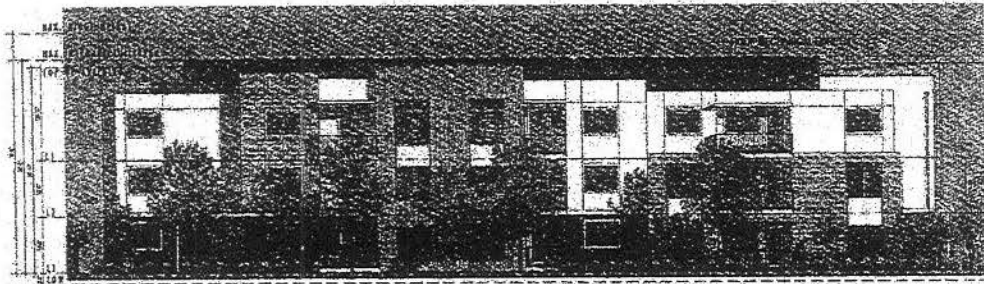
NORTHBANK VENTURES, LLC
NORTHBANK

A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

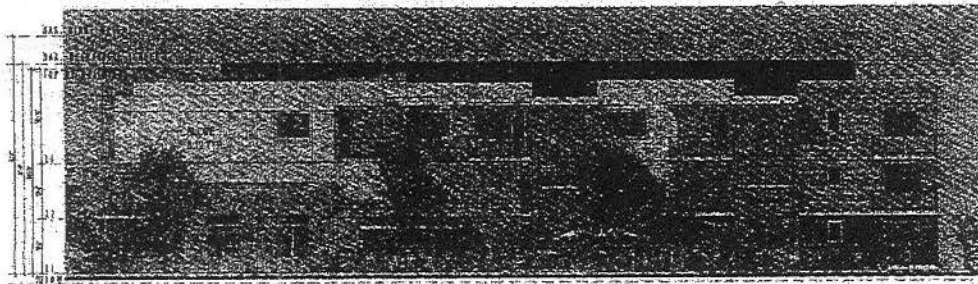
VENTURA, CALIFORNIA
310.354.2623

Architecture+Planning
1723 Ocean Avenue, Ste 250
Santa Monica, CA 90401
310.354.2623
krqs.com

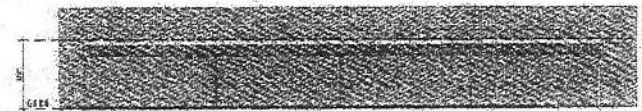




BUILDING A-EAST ELEVATION



BUILDING A-WEST ELEVATION



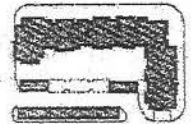
CARPORT



TRASH ENCLOSURE
(TRASH ENCLOSURE COVERED BY CARPORT-REFER TO SITE-PLAN FOR LOCATIONS)

TRASH & CARPORT ELEVATIONS

KEY PLAN



EXHIBIT

S



ELEVATIONS: BUILDING-A

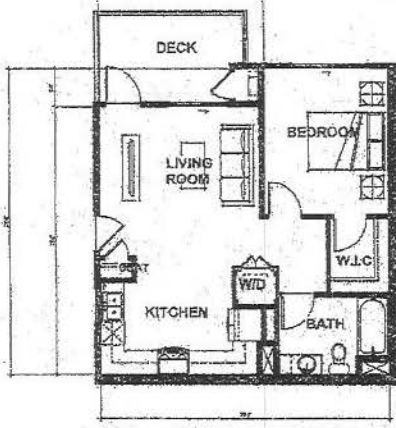
A12

NORTHBANK VENTURES, LLC
NORTHBANK
 A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

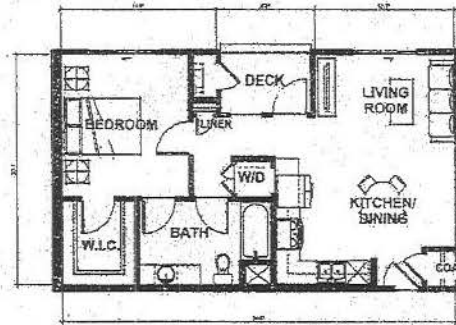
VENTURA, CALIFORNIA
1111 W. BUCHANAN AVE. SUITE 200

Architecture+Planning
 1733 Ocean Avenue, Ste 250
 Santa Monica, CA 90401
 310.394.2625
 ktpj.com

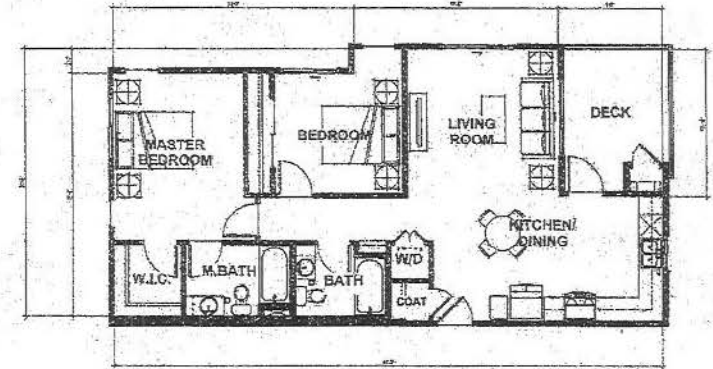




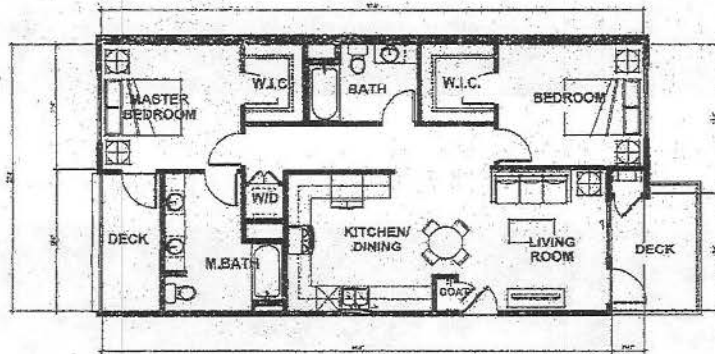
UNIT 1A



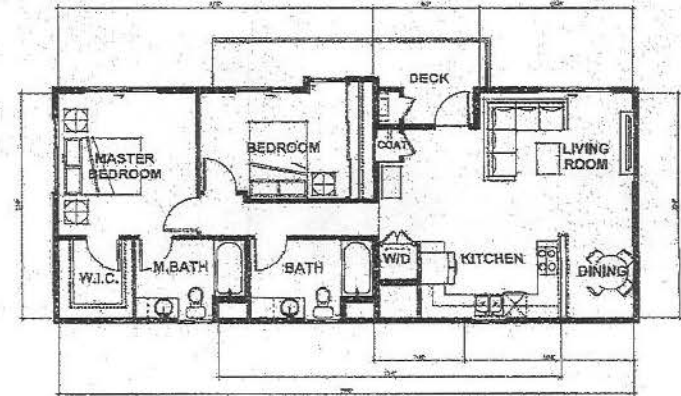
UNIT 1B



UNIT 2A



UNIT 2B



UNIT 2C

EXHIBIT D

NORTHBANK VENTURES, LLC
NORTHBANK
 A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

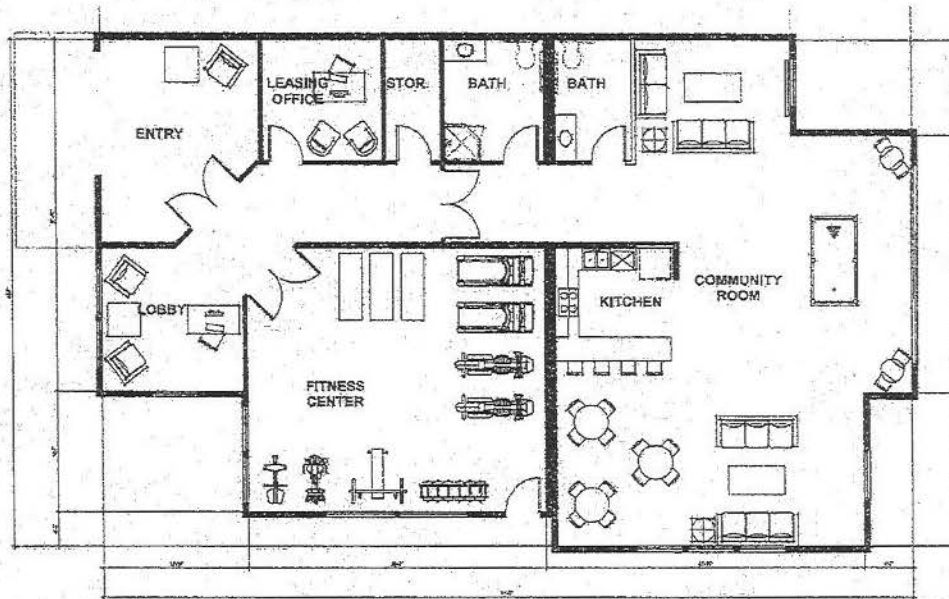
UNIT PLANS

VENTURA, CALIFORNIA
 714.733.4401 714.733.4402

Architecture+Planning
 2733 Ocean Avenue, Ste 750
 Santa Monica, CA 90404
 310.395.2423
 a1g.com



A14



COMMONS

EXHIBIT M

71

NORTHBANK VENTURES, LLC
NORTHBANK

A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

COMMONS PLAN

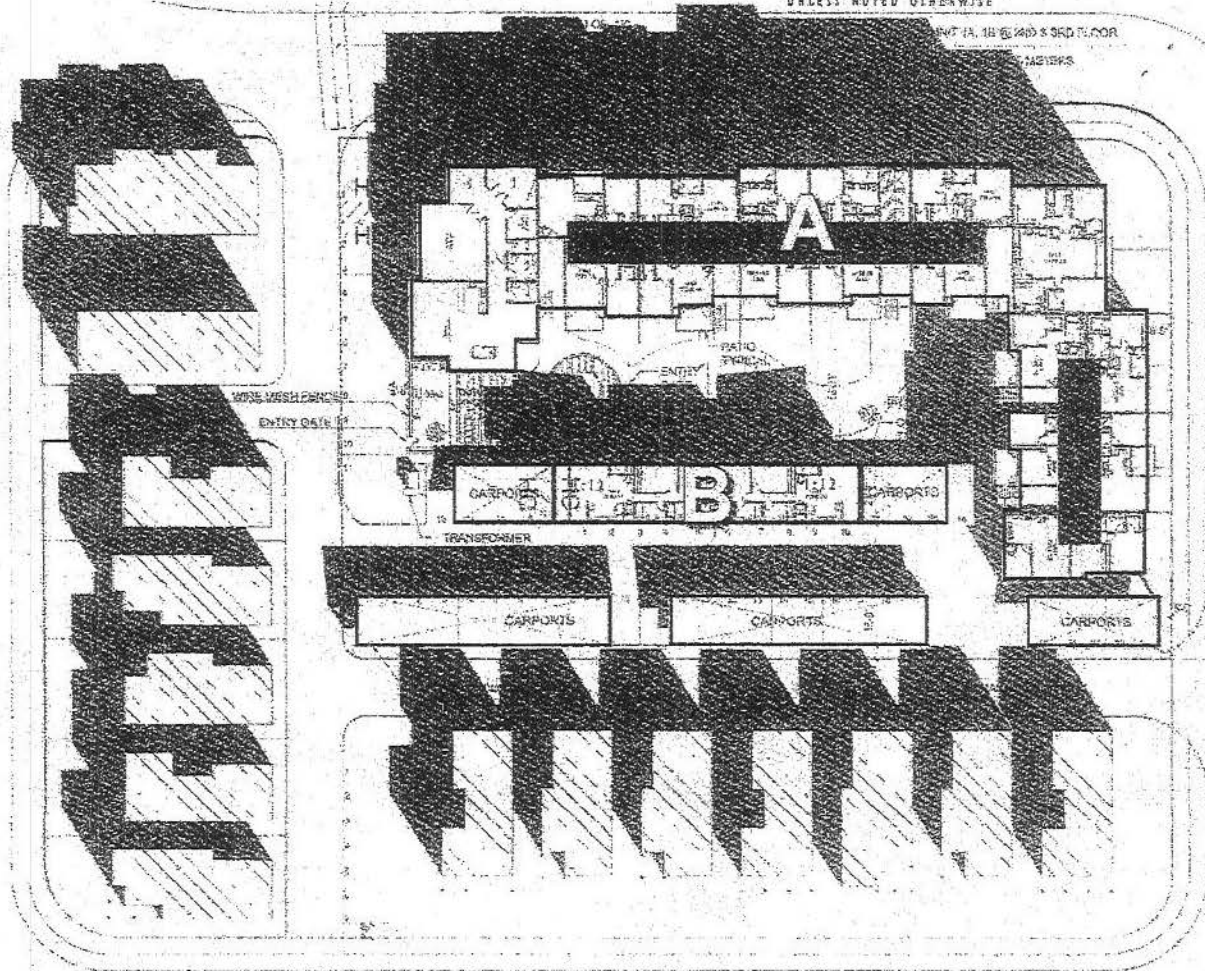
VENTURA, CALIFORNIA
 11.11.11 11:23:51 AM

Architecture+Planning
 1733 Ocean Avenue, Ste 250
 Santa Monica, CA 90401
 310.394.3623
 ktgy.com



A16

ALL FLAT ROOFS TO BE .25/12 - TYPICAL
UNLESS NOTED OTHERWISE



APPROXIMATE LOCATION OF
MECHANICAL SCREEN AND EQUIPMENT

ALL CARPORT ROOFS TO BE .25/12 - TYPICAL
UNLESS NOTED OTHERWISE

EXHIBIT

ROOF PLAN

A18

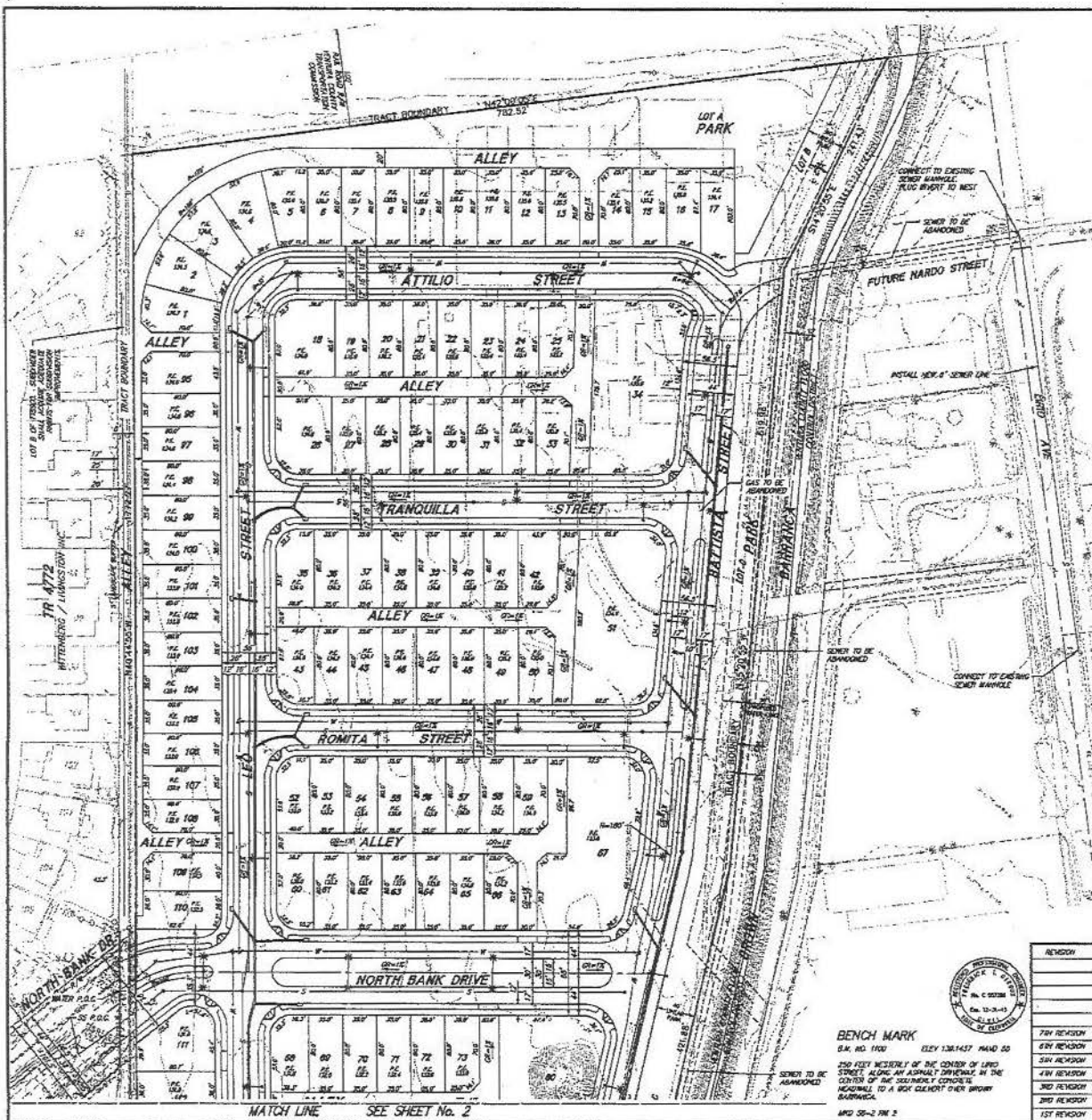
NORTHBANK VENTURES, LLC
NORTHBANK

A NEW HOUSING COMMUNITY IN THE CITY OF SAN BUENAVENTURA

VENTURA, CALIFORNIA
1.1.17 2012 DWG

Architecture+Planning
1733 Ocean Avenue, Ste 250
Santa Monica, CA 90404
310.394.2627
llgy.com





LAND USE DATA

LOT	AREA	USE	SHEDDING UNITS
7-11 35-50		SINGLE	123
50-51 52-53	8.23	FAMILY RESIDENTIAL	
54-55 56-57		MULTI-FAMILY (40 APTS./RESIDENTIAL, 20 CONDOS)	70
58-59 60-61	2.91	MULTI-FAMILY (40 APTS./RESIDENTIAL, 20 CONDOS)	70
SUBTOTAL:	11.14 AC.		193
LOT	AREA	USE	SHEDDING UNITS
A	30,300 S.F.	PUBLIC PARK	0.63 AC.
B	84,700 S.F.	PUBLIC PARK	1.94 AC.
PUBLIC PARK TOTAL:	115,000 S.F.		2.57 AC.
PUBLIC LINER PARK	6,000 S.F.		0.14 AC.
G & G PUBLIC LINER PARK	9,000 S.F.		0.21 AC.
GREEN SPACE			
G	3,000 S.F.	GREEN SPACE	0.07 AC.
F	1,000 S.F.	GREEN SPACE	0.03 AC.
ALLEYS:	7,500 S.F.		0.17 AC.
STREETS:	37,900 S.F.		0.87 AC.
ST. TOTAL:	100,272 S.F.		2.31 AC.

EXISTING M-2 (CONV.)
PROPOSED 1-4.10 (OTY)

UTILITIES

WATER: SOUTHERN CALIF. GAS CO. (951) 833-3333
SUNSHINE GAS (951) 833-3333
NORTH BANK DRIVE (951) 833-3333

SEWER: SOUTHERN CALIF. GAS CO. (951) 833-3333
SUNSHINE GAS (951) 833-3333
NORTH BANK DRIVE (951) 833-3333

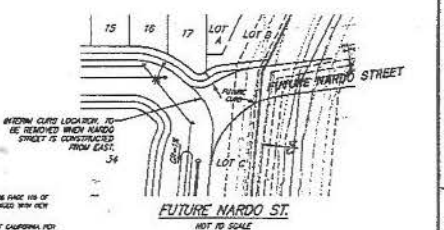
ELECTRIC: SOUTHERN CALIF. GAS CO. (951) 833-3333
SUNSHINE GAS (951) 833-3333
NORTH BANK DRIVE (951) 833-3333

TELEPHONE: SOUTHERN CALIF. GAS CO. (951) 833-3333
SUNSHINE GAS (951) 833-3333
NORTH BANK DRIVE (951) 833-3333

LEGEND & ABBREVIATIONS

PROPOSED	EXISTING	ABBREVIATIONS
20	LOT NUMBER	AC = ASPHALT CONCRETE PAVEMENT
20	P.S. ELEV.	BLD = BUILDING
20	STORM DRAIN	CONC = CONCRETE
20	CATCH BASIN	CSW = CURB SIDE WALK
20	SURFACE DRAIN	CSW = CURB SIDE WALK
20	WALK	CAS = CEMENT ASPHALT
20	SEWER	CONC = CONCRETE
20	FORGE MAN SEWER	CONC = CONCRETE
20	TOP OF SLOPE	CONC = CONCRETE
20	TOE OF SLOPE	CONC = CONCRETE
20	FLOODLINE	CONC = CONCRETE
20	CONTOUR LINE	CONC = CONCRETE
20	EASEMENT LINE	CONC = CONCRETE
20	DAYLIGHT LINE	CONC = CONCRETE
20	PROPERTY LINE	CONC = CONCRETE
20	RIGHT OF WAY	CONC = CONCRETE
20	RETAINING WALL	CONC = CONCRETE
20	BLOCK WALL	CONC = CONCRETE
20	FIRE HYDRANT	CONC = CONCRETE
20	STREET LIGHT	CONC = CONCRETE
20	POLE	CONC = CONCRETE
20	FLOODLINE/SHALE	CONC = CONCRETE

- ### EXISTING EASEMENTS
- EXISTING EASEMENT TO AN ADJACENT WATER COMPANY FOR 100' WIDE 10' DEEP AND 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE WATER COMPANY.
 - GAS PIPING EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY OF CALIFORNIA FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.
 - PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.
 - EXISTING EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.
 - STORM DRAIN EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.
 - PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.
 - PUBLIC UTILITY EASEMENT TO SOUTHERN CALIFORNIA GAS COMPANY FOR 100' WIDE 10' DEEP OF EASEMENT TO BE REPLACED WITH NEW EASEMENT TO BE DETERMINED BY THE GAS COMPANY.



REVISIONS

NO.	DATE	DESCRIPTION
1ST REVISION	1/23/13	
2ND REVISION	1/23/13	
3RD REVISION	1/23/13	
4TH REVISION	1/23/13	
5TH REVISION	1/23/13	
6TH REVISION	1/23/13	
7TH REVISION	1/23/13	

DESIGNED BY: JENSEN DESIGN GROUP, INC.

DATE: 01/23/13

A.P.N. 128-0-060-125 CASE No. 17M-6-13-16559

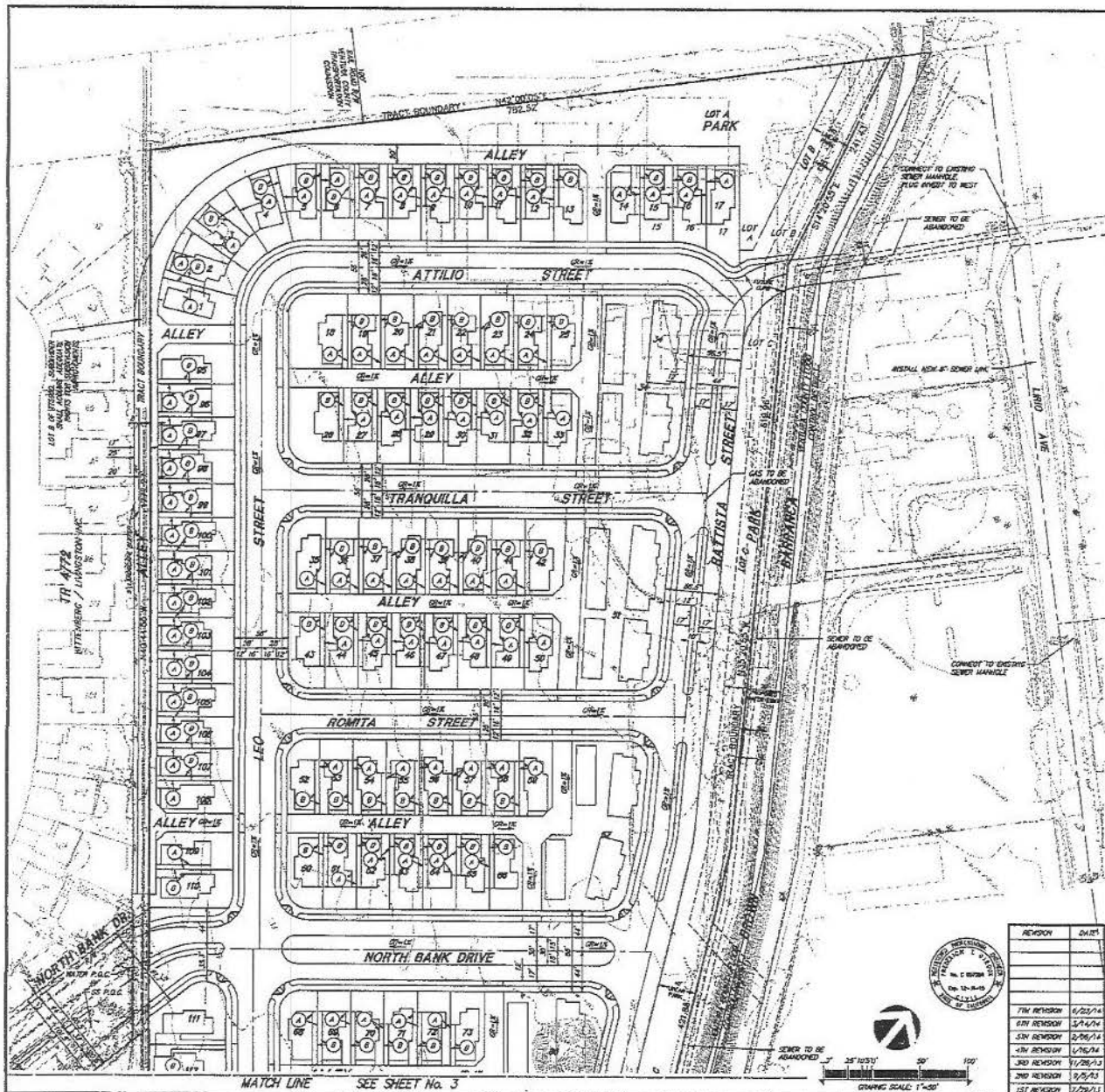
WE 5 PROPERTIES, LLC NORTHBANK VENTURES, LLC TENTATIVE TRACT 5913

for CONDOMINIUM PURPOSES FOR LOTS 34, 51, 67, 80, 86 & 94
CITY OF VENTURA, COUNTY OF VENTURA, STATE OF CALIFORNIA

DATE: 01/23/13

SCALE: 1"=50'

SHEET 1 OF 4



LOT #	LOT AREA	BACKYARD AREA	LOT #	LOT AREA	BACKYARD AREA	
1	2893 S.F.	1091 S.F.	34	2890 S.F.	624 S.F.	2476
2	1473 S.F.	1659 S.F.	40	2890 S.F.	544 S.F.	1550
3	2468 S.F.	1659 S.F.	46	4785 S.F.	786 S.F.	1624
4	3477 S.F.	2942 S.F.	52	5330 S.F.	N/A*	N/A*
5	8973 S.F.	3342 S.F.	58	3403 S.F.	687 S.F.	2576
6	2899 S.F.	100 S.F.	64	3400 S.F.	790 S.F.	2790
7	2890 S.F.	783 S.F.	70	2890 S.F.	624 S.F.	1574
8	2890 S.F.	340 S.F.	76	2890 S.F.	526 S.F.	1994
9	3408 S.F.	670 S.F.	82	2890 S.F.	770 S.F.	1990
10	2899 S.F.	682 S.F.	88	3000 S.F.	687 S.F.	2390
11	2890 S.F.	670 S.F.	94	2890 S.F.	643 S.F.	2290
12	2890 S.F.	622 S.F.	100	2890 S.F.	624 S.F.	2090
13	2798 S.F.	350 S.F.	106	2890 S.F.	538 S.F.	2290
14	2794 S.F.	630 S.F.	112	2890 S.F.	372 S.F.	2090
15	2900 S.F.	850 S.F.	118	2890 S.F.	618 S.F.	2490
16	2894 S.F.	898 S.F.	124	2890 S.F.	520 S.F.	1990
17	3479 S.F.	888 S.F.	130	2890 S.F.	770 S.F.	2890
18	4488 S.F.	774 S.F.	136	2790 S.F.	680 S.F.	2490
19	3400 S.F.	788 S.F.	142	2790 S.F.	526 S.F.	2090
20	2890 S.F.	522 S.F.	148	3406 S.F.	672 S.F.	3790
21	2890 S.F.	677 S.F.	154	4603 S.F.	1410 S.F.	3090
22	2900 S.F.	640 S.F.	160	2790 S.F.	526 S.F.	2090
23	2890 S.F.	680 S.F.	166	2790 S.F.	544 S.F.	2090
24	2890 S.F.	790 S.F.	172	2790 S.F.	544 S.F.	2090
25	2891 S.F.	399 S.F.	178	2790 S.F.	501 S.F.	1990
26	4233 S.F.	474 S.F.	184	2814 S.F.	532 S.F.	2130
27	2890 S.F.	728 S.F.	190	2814 S.F.	1080 S.F.	2770
28	2890 S.F.	680 S.F.	196	2812 S.F.	796 S.F.	2790
29	2898 S.F.	460 S.F.	202	2813 S.F.	672 S.F.	2490
30	2890 S.F.	677 S.F.	208	2790 S.F.	544 S.F.	2090
31	2890 S.F.	642 S.F.	214	2890 S.F.	800 S.F.	2920
32	2890 S.F.	793 S.F.	220	2892 S.F.	672 S.F.	3490
33	2877 S.F.	790 S.F.	226	2890 S.F.	543 S.F.	2490
34	3742 S.F.	N/A*	232	2890 S.F.	796 S.F.	2990
35	1000 S.F.	670 S.F.	238	2890 S.F.	678 S.F.	2490
36	2890 S.F.	790 S.F.	244	2890 S.F.	543 S.F.	1990
37	2890 S.F.	543 S.F.	250	2890 S.F.	678 S.F.	2490
38	2890 S.F.	670 S.F.	256	2890 S.F.	543 S.F.	1990
39	2890 S.F.	620 S.F.	262	2890 S.F.	678 S.F.	2490
40	2890 S.F.	670 S.F.	268	2890 S.F.	396 S.F.	1390
41	2890 S.F.	780 S.F.	274			
42	2890 S.F.	670 S.F.	280			
43	2790 S.F.	526 S.F.	286			
44	2890 S.F.	784 S.F.	292			
45	2890 S.F.	670 S.F.	298			
46	2890 S.F.	670 S.F.	304			
47	2890 S.F.	670 S.F.	310			
48	2890 S.F.	540 S.F.	316			
49	2890 S.F.	784 S.F.	322			
50	2890 S.F.	670 S.F.	328			
51	11480 S.F.	N/A*	334			
52	3411 S.F.	811 S.F.	340			
53	1890 S.F.	787 S.F.	346			
54	2890 S.F.	670 S.F.	352			
55	2890 S.F.	620 S.F.	358			
56	1890 S.F.	670 S.F.	364			
57	1890 S.F.	540 S.F.	370			
58	1890 S.F.	784 S.F.	376			
59	1890 S.F.	670 S.F.	382			
60	2890 S.F.	540 S.F.	388			
61	2890 S.F.	784 S.F.	394			
62	1890 S.F.	520 S.F.	400			
63	1890 S.F.	680 S.F.	406			
64	2890 S.F.	620 S.F.	412			
65	1890 S.F.	640 S.F.	418			
66	2786 S.F.	488 S.F.	424			
67	3110 S.F.	N/A*	430			
68	2890 S.F.	520 S.F.	436			
69	1890 S.F.	784 S.F.	442			
70	2890 S.F.	540 S.F.	448			
71	2890 S.F.	136 S.F.	454			
72	2890 S.F.	670 S.F.	460			
73	1788 S.F.	294 S.F.	466			
74	3070 S.F.	558 S.F.	472			
75	2890 S.F.	784 S.F.	478			
76	2890 S.F.	570 S.F.	484			
77	2890 S.F.	620 S.F.	490			
78	2890 S.F.	670 S.F.	496			
79	2785 S.F.	540 S.F.	502			
80	11826 S.F.	N/A*	508			
81	2890 S.F.	680 S.F.	514			
82	2520 S.F.	794 S.F.	520			
83	2890 S.F.	170 S.F.	526			
84	2870 S.F.	680 S.F.	532			
85	2970 S.F.	508 S.F.	538			
86	7243 S.F.	N/A*	544			
87	2935 S.F.	776 S.F.	550			
88	2890 S.F.	520 S.F.	556			
89	2890 S.F.	158 S.F.	562			
90	2890 S.F.	780 S.F.	568			

*CONDOMINIUM UNIT/RESIDENT LOTS

EASEMENT NOTES
 A. "MARKED ACCESS" EASEMENT FOR THE BENEFIT OF ADJOINING PROPERTY OWNERS TO BE GRANTED BY SEPARATE DOCUMENTS, WITH WAIVER (LOT 40 - 5.0' MAX).
 B. USE EASEMENT FOR THE BENEFIT OF ADJOINING PROPERTY OWNERS TO BE GRANTED BY SEPARATE DOCUMENTS, WITH WAIVER (LOT 40 - 5.0' MAX).

REVISION	DATE	SUBMITTED/DRAWN
1ST REVISION	6/22/14	
2ND REVISION	6/24/14	
3RD REVISION	6/26/14	
4TH REVISION	6/26/14	
5TH REVISION	6/26/14	
6TH REVISION	6/26/14	
7TH REVISION	6/26/14	
8TH REVISION	6/26/14	
9TH REVISION	6/26/14	
10TH REVISION	6/26/14	

A.P.N. 128-0-060-125 . CASE No. TTM-6-13-16559

**WE 5 PROPERTIES, LLC
 NORTHBANK VENTURES, LLC
 TENTATIVE TRACT 5913**
 for CONDOMINIUM PURPOSES FOR LOTS 34, 57, 60, 86 & 94
 CITY OF BERKELEY COUNTY OF ALAMEDA STATE OF CALIFORNIA

SCALE: 1"=30'
 DATE: JUL 03 2014
 SHEET 3 OF 4