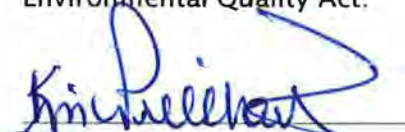


**FINAL**  
**ENVIRONMENTAL IMPACT REPORT FOR**  
**SATICOY AREA PLAN UPDATE AND**  
**OLD TOWN SATICOY DEVELOPMENT CODE**  
**(PL 14- 0066)**



State Clearinghouse No. 2014091054

The Planning Director recommends that the decision-making bodies of the proposed project find that this document has been completed in compliance with the California Environmental Quality Act.

  
Planning Director

10-1-15  
Date



# Saticoy Area Plan Update and Old Town Saticoy Development Code

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# EXECUTIVE SUMMARY

This Environmental Impact Report (EIR) was prepared to examine the potential environmental effects of the proposed Saticoy Area Plan update project. In accordance with Section 15123 of the State California Environmental Quality Act (CEQA) Guidelines, this section summarizes the characteristics of the proposed project, the environmental impacts, mitigation measures, and areas of known controversy associated with the proposed project. By definition, this EIR is a Program EIR that is prepared to evaluate a series of actions that are related in any of the following ways:

- (1) Geographically,
- (2) As logical parts in the chain of contemplated actions,
- (3) In connection with issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program, or
- (4) As individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar environmental effects which can be mitigated in similar ways. (Section 15168, CEQA Guidelines)

Potential environmental impacts are based on a “plan to ground” analysis, which means that potential impacts associated with project implementation were evaluated against existing conditions. This section also summarizes alternatives that would reduce or avoid potential environmental effects.

## ES – 1 PROJECT SYNOPSIS

### ES –1.1 Project Applicants

**County of Ventura**  
Resource Management Agency  
Planning Division  
800 S. Victoria Avenue  
Ventura, CA 93009

**Charles Rogers**  
741 Teresa Street  
Oxnard, CA 93030

**Michael Rolls**  
P.O. Box 7909  
Ventura, CA 93006

**Gagandip Singh Sunner**  
1500 Los Angeles Avenue  
Ventura, CA 93004

### ES -1.2 Summary Project Catalyst and Description

The proposed project is a revision of the existing Saticoy Area Plan, including vehicular and non-vehicular mobility maps and a land use and zoning map, as well as the creation of a development code for the Saticoy community. The project will require a General Plan Amendment and zoning text amendments.

The primary objective of this project is the economic revitalization of the Saticoy community. Additional project-level objectives include expanded opportunities for new affordable housing development, the resolution of existing land use conflicts, and the development of a safe, sustainable, and visually pleasant community. Key features of the project that are designed to help meet these project objectives include infrastructure improvements, revisions to the land use and circulation patterns within Saticoy, updated goals/policies/programs, and customized zoning for Old Town Saticoy. A detailed description of each objective is provided in Section 2.0 (Project Description).

The proposed Area Plan changes will affect future land use patterns and the physical character of future private/public development over the next twenty-year period (2015 to 2035). Proposed Area Plan modifications are based on a combination of planning principles developed by Planning Division staff, consultants and land use experts, community or stakeholder-defined goals/objectives, and objectives consistent with grant guidelines established by the State for the Compass Blueprint Grant and Sustainable Communities Grant, which were used to fund a portion of the project.

The proposed project also incorporates a General Plan Amendment (GPA) that was initiated by three private applicants in 2010. Saticoy currently contains approximately 30 acres of vacant land in the residential and industrial area. Of the vacant parcels, there are eight (8) acres of mostly vacant land located along the southern boundary of Old Town Saticoy owned by the three private-party applicants. In April 2010, the Board of Supervisors (BOS) approved a pre-screening for a GPA on the vacant land that would change its medium-intensity residential land use to industrial/commercial use. Land use refinements since the 2010 pre-screening include the application of a mixed-use designation (commercial/residential) to one of the vacant properties<sup>1</sup>. The land use configuration alternative that is part of the proposed project includes these land use changes.

A detailed project description that includes descriptions of the existing and proposed land uses, multi-modal mobility patterns, and customized zoning (Old Town Saticoy and Development Code) is provided in Section 2.0 of this report.

It is important to note that the analysis provided in Chapter 4 of this Draft EIR contains worst-case, maximum buildout scenarios, particularly for commercial and industrial development. The net change for commercial and industrial uses for the proposed Area Plan is based on a range for potential employees 1,929- 3,858. The high end of the potential employees (i.e., 3,858) assumes that all of the commercial and industrial areas would be built out at 2 and 3 stories. The commercial and industrial buildout is also expressed in terms of net change in physical development (square feet or SF). The proposed Area Plan could result in an additional 1,641,896 SF of commercial and industrial development. However, while this level of development is allowed, it is more likely that both industrial and commercial development will be less than the maximum buildout scenario.

Industrial development capacity was based on calculations that assumed two-story industrial development, but it is likely that such development would be comprised of one story

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<sup>1</sup> This adjustment was based on input from the landowner and the Ventura County Planning Commission.



structures. Although a predominately one-story development scenario would be justified for industrial use, in particular given the types of industrial uses that are currently located in the area, a decision was made to use the two-story, worst-case development scenario for the planning period. However, the *Market Study for the Saticoy Community* (Market Study) conducted for the project (Appendix C) indicates that existing industrial use in Saticoy is primarily storage-oriented uses, and such uses do not generate a large number of jobs, so the environmental analysis utilizes an average calculation for impacts associated with number of employees.

Similarly, it is likely that the estimated commercial capacity is significantly higher than what is likely to be built within the planning period. Estimated commercial development for the proposed 2015 Area Plan is based on rough calculations that include number of acres, allowable heights, and maximum lot coverage. However, actual commercial development would be constrained by ground-level parking requirements, which can require up to three-fourths of a commercial site. Significant changes in infrastructure and water availability would also need to occur for Saticoy to reach its full commercial development potential. Finally, a substantial amount of the new commercial acreage is allotted to two lots occupied by existing or eligible historic landmarks, and the Secretary of Interior standards that apply to historic landmarks would constrain new development on those lots.

Unavoidable significant environmental impacts of the updated Saticoy Area Plan, which were identified in Chapter 4 include traffic, historic resources, water supply and demand, and wastewater collection and treatment. The following is a brief summary of the issues:

- Traffic - Development allowed by the Area Plan, as well as cumulative traffic within the City of Ventura, will result in an increase in project trips traveling through the intersections and roadway segments on SR 118, which decreases the forecast LOS from D or better to LOS F during the planning period. Reclassification of SR 118 to a six (6) lane roadway would occur during the General Plan Update, tentatively scheduled for completion by 2020. SR 118 is a State highway, and the re-striping would require coordination with Caltrans and the City of Ventura. Due to inter-jurisdictional complexities it is unlikely that the re-striping project would occur within the 20-year planning horizon of the Area Plan.
- Cultural Resources (Historic) - Re-development of parcels that are eligible Sites of Merit could result in a significant impact to these historic resources. Of the 21 parcels that are designated as eligible Sites of Merit in the Historic Resources Report (Status Code 5s3), nine (9) sites are proposed for a change of land use. Five (5) of the nine (9) sites that are proposed to be re-designated to a different land use that is similar to the existing land use and are suitable for adaptive re-use. Implementation of the Cultural Heritage Ordinance, the proposed Old Town Saticoy Development Code and Area Plan Program LU-P6 would reduce potential impacts to five (5) of the eligible Sites of Merit to less than significant level. However, the Area Plan update includes proposed land use changes (re-designation of parcels) for four (4) of the eligible Sites of Merit from Residential to Industrial. It is reasonable to assume that re-designating parcels to different land uses would encourage substantial alteration or demolition of the eligible

Site of Merit in a favorable economic environment, provided that the existing structure cannot be adapted to the new use. Redevelopment of these parcels is therefore consistent with project objectives, and the impact of re-designation of the four (4) parcels (proposed to change land use designations from Residential to Industrial) and eligible as Sites of Merit remains significant and adverse.

- Water Supply and Demand - During extended dry weather conditions, full buildout of the Area Plan (under worst-case or reduced-demand estimates), with cumulative development in the City of Ventura, would result in greater demand than estimated water supply. While new development could dedicate water supplies, pay an in-lieu fee, or develop non-potable/ recycled water supplies, the feasibility and efficacy of these strategies as mitigation measures is uncertain at this time. Further, it is highly unlikely that buildout of the Area Plan will occur unless the City amends its Extra-territorial Water Policy for Saticoy, and the City is unlikely to amend that policy unless the City is able to address its water supply challenges.
- Wastewater Collection and Treatment - The Saticoy WWTP does not have adequate capacity or infrastructure to accommodate maximum development that is allowed by the proposed Area Plan. New development is required to be connected to the WWTP. If there is insufficient facility capacity, either upgrades will be required, alternative wastewater treatment options will be pursued such as, tie-ins to the City of Ventura system, or the development will not be allowed. Pending resolution and implementation of one of these options, wastewater treatment could be mitigated. However, none of the options are currently funded or under consideration for implementation.

These issues are summarized in Table ES 2.1 and analyzed in their respective sections in Chapter 4.

## ES 2 - SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Four summary tables are provided below as follows: (1) Table ES-2.1 identifies unmitigated, significant adverse impacts, (2) Table ES-2.2 identifies mitigated, significant adverse impacts, (3) Table ES-2.3 identifies less than significant impacts, and (4) Table ES-2.4 identifies beneficial impacts.

### ES 2.1 Unmitigated, significant adverse impacts

The following environmental issues were found to have one or more significant adverse impacts, which may not be mitigated to a less-than-significant level:

Table ES-1: Unmitigated, significant adverse impacts		
ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>4.3 WS-1 Water Supply (Project and Cumulative)</b></p> <p>Buildout under the proposed Area Plan update would result in an increase in water demand within the Plan Area. This increase in water demand could be accommodated by existing and projected water supplies under the normal water year scenario. However, under drought conditions, adequate water supplies may not be available to serve buildout under the Area Plan Update. <b>Potential impacts under the <i>normal water scenario are less than significant, but potential impacts would be significant and unavoidable under the drought conditions scenario.</i></b></p>	<p>The proposed Area Plan includes policy language aimed at reducing the water demand associated with development in the Plan Area. In addition, all new development will be required to comply with the County Building Code, which incorporates the 2013 California Green Building Standards Code. The following proposed Area Plan policy would serve to further reduce water consumption:</p> <p>PF-2.1 Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:</p> <ul style="list-style-type: none"> <li>• Water-conserving landscaping and irrigation systems (See LU-1.1);</li> <li>• Low impact development practices;</li> <li>• Use of dual flush toilets and other water-saving appliances;</li> <li>• Gray water systems.</li> </ul> <p>While compliance with the proposed mitigation measures, as well as the County Building Code, would reduce the demand for water associated with future</p>	<p><b>Therefore, residual impacts <i>remain significant during dry years.</i></b></p>

**Table ES-1: Unmitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
	<p>development in the Plan area, the reduction would not be sufficient to reduce increases in water demand to a level that falls below the potential shortfall in supplies in the dry year scenario. In addition, while new development could dedicate water supplies, pay an in-lieu fee, or develop non-potable/recycled water supplies, the feasibility and efficacy of these strategies as mitigation measures is uncertain at this time. For example, development of an in-lieu fee would be dependent upon actions taken by the City of Ventura, and it is uncertain whether the City will institute an in-lieu fee for new water service. Further, it is highly unlikely that buildout of the Area Plan will occur unless the City amends its Extra-territorial Water Policy for Saticoy, and the City is unlikely to amend that policy unless strategies are developed to successfully address the City's water supply challenges.</p>	
<p><b>4.3 WS-3 Water Supply Groundwater (Project and Cumulative).</b>            Buildout under the proposed Area Plan Update would increase demand for City of Ventura water supplies. Estimated increases in water demand associated with full buildout of the Area Plan range from 344 and 563 AFY. Given the City's reliance on groundwater sources, a potential net increase of 1.0 AFY in groundwater extraction could occur as a result of development in the Plan area. <b>Impacts would be significant and unavoidable.</b></p>	<p>The proposed Area Plan includes policy language aimed at reducing the water demand associated with development in the Plan Area. In addition, all new development will be required to comply with the County Building Code, which incorporates the 2013 California Green Building Standards Code. The following proposed Area Plan policies would serve to further reduce water consumption:</p> <p>PF-2.1 Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:</p> <ul style="list-style-type: none"> <li>• Water-conserving landscaping and irrigation systems (See LU-1.1);</li> <li>• Low impact development practices;</li> <li>• Use of dual flush toilets and other water-saving appliances; and/or</li> </ul>	<p><b>Therefore, residual impacts remain significant during dry years.</b></p>

**Table ES-1: Unmitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
	<ul style="list-style-type: none"> <li>• <u>Installation of</u> gray water systems.</li> </ul> <p>While compliance with the proposed mitigation measures, as well as the County Building Code, would reduce the demand for water associated with future development in the Plan area, it would not be sufficient to reduce increases in demand for water to below the potential shortfall in supplies in the dry year scenario. In addition, while new development could dedicate water supplies, pay an in-lieu fee, or develop non-potable/recycled water supplies, the feasibility and efficacy of these strategies as mitigation measures is uncertain at this time, in particular because such measures are dependent upon future actions by the City of Ventura. Further, it is highly unlikely that buildout of the Area Plan will occur unless the City amends its Extra-territorial Water Policy for Saticoy, and the City is unlikely to amend that policy unless strategies are developed to successfully address the City's water supply challenges.</p>	
<p><b>4.5 CR(H)-2b Cultural Resources – Historic (Project).</b> Re-designation or re-development of parcels that are eligible Sites of Merit could result in a significant impact to these historic resources.</p>	<p>Although implementation of the Cultural Heritage Ordinance and Area Plan Program LU-P6 would reduce potential impacts to the eligible Sites of Merit to less than significant level, the Area Plan update includes proposed land use changes (re-designation of parcels) for four (4) of the eligible Sites of Merit from Residential to Industrial.</p>	<p>It is reasonable to assume that re-designating (4) parcels eligible as Sites of Merit from Residential to Industrial use would provide an economic incentive for substantial alteration or demolition of historic structures in a favorable economic environment, provided that the existing structure cannot be adapted to the new use. However, redevelopment of these parcels to industrial use is consistent with project objectives. <b>Therefore, the potential impact of re-designation of the four (4) parcels eligible as Sites of Merit from residential to industrial would remain significant and adverse and would</b></p>

**Table ES-1: Unmitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>4.9 TRAF-1 and TRAF -6 Transportation and Circulation (Project and Cumulative) Intersection Impact Analysis:</b> The results of the Existing Plus Project- traffic analysis show that traffic levels will exceed the acceptable a.m. and p.m. peak-hour criteria at all five (5) of the intersections studied along SR 118, except the a.m. peak-hour at SR 118/Violeta Street.</p>	<p><b>All Intersections: TRAF-MM1: Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions.</b></p> <p>The re-striping of SR 118 from 4 to 6 lanes, along with intersection improvements, would mitigate impacts to less than significant, with the exception of the intersections of Wells Road/Telephone Road and Wells Road/Nardo Street, where the impacts would be partially mitigated. SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and the County could reclassify SR-118 as a 6-lane road on the Regional Roadway Map within the planning period. However, this mitigation measure is uncertain because it also requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans' list of projects for funding.</p> <p><b>Intersection of Wells Road (SR 118) &amp; Darling Road (project and cumulative) TRAF-MM1 (described above) &amp; TRAF-MM2 as follows: Widen and restripe the eastbound approach to include an exclusive left-turn lane in addition to a shared through/right lane on Darling Road.</b></p> <p><b>Intersection of Wells Road (SR 118) &amp; Violeta Street (project and cumulative) TRAF MM-1 &amp; TRAF-MM3: Signalize the intersection, which is currently side-street stop controlled, with right-turn only access at the westbound approach.</b></p>	<p>require a statement of overriding considerations.</p> <p>Although the re-striping project for SR 118 is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan. Unless the re-striping of SR-118 is reprioritized, mitigation is not feasible within the planning period. <b>Therefore, the impact remains significant and unavoidable and a statement of overriding considerations will be necessary.</b></p>

**Table ES-1: Unmitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>4.9 TRAF-2 and TRAF - 7 Transportation and Circulation (Project and Cumulative)</b>  <u>Road Segment Analysis (SR 118):</u> Existing plus project-generated traffic results in traffic levels that exceed the threshold for daily traffic volume (ADT) for the three (3) studied roadway segments along SR 118.</p>	<p><b>TRAF-MM1: Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions.</b></p> <p>The re-striping of SR 118 to 6 lanes would mitigate the impacts to less than significant. However, this requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Also, SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and a General Plan Amendment (GPA) would be required to reclassify SR-118 as a 6-lane roadway. SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and the County could reclassify SR-118 as a 6-lane road within the planning period.</p>	<p>Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction may not occur within the 20-year horizon of the Saticoy Area Plan. Unless the re-striping of SR-118 is reprioritized, mitigation is not feasible. <b>Therefore, the impact remains significant and unavoidable and a statement of overriding considerations will be necessary.</b></p>
<p><b>4.9 TRAF-4 Transportation and Circulation (Project)</b> Existing Plus Project-generated traffic results in traffic levels that exceed the acceptable a.m. and p.m. peak-hour criteria at Wells Road (SR 118) and Telephone Road. Because this intersection is identified in the County's Congestion Management Plan, this is considered to be a significant impact.</p>	<p><b>TRAF-MM1: Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions.</b></p> <p>Although the re-striping of SR 118 from 4 to 6 lanes would mitigate this impact to less than significant, this would require that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Reprioritization of the re-striping project for SR 118 is uncertain within the planning period.</p>	<p>Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction may not occur within the 20-year horizon of the Saticoy Area Plan. Unless the re-striping of SR-118 is reprioritized, mitigation is not feasible. <b>Therefore, the impact remains significant and unavoidable and a statement of overriding considerations will be necessary.</b></p>
<p><b>4.10 WW-1 Wastewater Treatment Capacity (Project and Cumulative).</b> Increased development facilitated by the Area Plan update would incrementally increase</p>	<p><b>Upgrades to the Saticoy wastewater treatment plant or alternative measures will be required to accommodate full buildout of the Area Plan.</b></p>	<p><b>The impact of the proposed Area Plan update on wastewater facilities far exceeds the wastewater treatment plant capacity and will be significant and</b></p>

**Table ES-1: Unmitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p>wastewater flows to the WWTP as new development is realized. Estimates indicate that existing development plus full buildout allowed by the Area Plan could generate up to 634,802 gallons per day (gpd), which far exceeds the current WWTP capacity of 250,000 gpd.</p>	<p>While incremental growth will be evaluated on a case-by-case basis, and may be approved during the planning period based on a determination of adequate capacity, it is clear that, cumulatively, full buildout allowed by the Area Plan would exceed capacity and would therefore result in a potentially significant impact. New development must be served by the collection and treatment facilities and contribute their fair share for plant expansion. However, the current treatment plant was planned for the existing population and there are no plans or available funding for upgrades to meet the increased demand.</p>	<p><b><i>unavoidable, and a statement of overriding considerations will be necessary.</i></b></p>
<p><b>4.10 WW-2 Wastewater Collection System Capacity (Project and Cumulative)</b>                      The existing wastewater collection system was designed for current population and levels of development. New development and increases in development intensity proposed by the Area Plan will eventually exceed the capacity of the existing collection system.</p>	<p>New development must be served by the collection and treatment facilities and contribute their fair share for plant expansion. However, the current system was planned for the existing population and there currently are no plans or available funding for upgrades to meet the increased demand within the planning period.</p>	<p><b>The impact of the proposed Area Plan update on wastewater collection facilities will be a <i>significant adverse impact</i>, and a statement of overriding considerations will be necessary.</b></p>



## ES 2.2 Mitigated, significant adverse impacts

Table ES 2.2 Mitigated, significant adverse impacts		
ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<b>4.5 CR(H)-1 Cultural Resources – Historic (Project)</b> Re-development of the three parcels that are currently listed (2 sites) and eligible (1 site – Railroad Depot) for listing on the National Register of Historic Places could result in a significant impact to these historic resources.	The two parcels already listed as Ventura County Landmarks are protected by their County Landmark status. However, the County-owned Railroad Depot is eligible but not listed. Implementation of the Cultural Heritage Ordinance and Area Plan Program LU-P4 and LU- P5 will reduce potential impacts to the two designated and one eligible Landmark sites to a <b>less than significant level</b> .	<b>With implementation of the CHO and Area Plan Programs, potential impacts will be less than significant.</b>
<b>4.5 CR(H) - 2a Cultural Resources –</b> Re-development of parcels that are eligible Sites of Merit could result in a significant impact to these historic resources. Of the 21 parcels that are designated as eligible Sites of Merit in the Historic Resources Report (Status Code 5s3), nine (9) sites are proposed for a change of land use. However, five (5) of the nine (9) sites would be re-designated to a land use that is similar to the existing use and the properties are deemed suitable for adaptive re-use.	Implementation of the Cultural Heritage Ordinance, the proposed Old Town Saticoy Development Code, and Area Plan Program LU-P6 would reduce potential impacts to five (5) of the eligible Sites of Merit to <b>less than significant</b> level.	<b>With implementation of the CHO and Area Plan Programs, potential impacts will be less than significant.</b>
<b>4.5 CR(H)-3 Cultural Resources (Project) –</b> Re-designation or re-development of the 21 parcels that are eligible Sites of Merit could result in a significant impact to these historic resources. However, twelve (12) of the sites would retain the same land use.	For the 12 parcels that will remain under a similar land use category in the proposed Area Plan, implementation of the Cultural Heritage Ordinance and Area Plan Program LU-P6 would reduce potential impacts to the eligible Sites of Merit to <b>less than significant</b> level.	<b>With implementation of the CHO and Area Plan Program, potential impacts will be less than significant.</b>
<del><b>4.9 TRAF-1 Transportation and Circulation (Project and Cumulative)</b> Existing plus project generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four of the intersections studied along SR 118, except the</del>	<del><b>TRAF-MM1:</b> At the intersection of Wells Road (SR 118) &amp; Darling Road, widen Wells Road (SR 118) to its ultimate configuration of three through lanes in the Northbound and Southbound directions. Additionally, the project would widen and restripe the eastbound</del>	<del>The widening of this intersection would require coordination with Caltrans and the City of Ventura. With the aforementioned improvements, the intersection impact would be <b>less than significant after mitigation.</b></del>

**Table ES 2.2 Mitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
a.m. peak hour at SR 118/Violeta Street. This is considered to be a potentially significant, unmitigatable impact.	approach to include an exclusive left turn lane in addition to a shared through/right lane.	
<del>4.9 TRAF-1 Transportation and Circulation (Project and Cumulative) Existing plus project-generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four of the intersections studied along SR 118, except the a.m. peak hour at SR 118/Violeta Street. This is considered to be a potentially significant, unmitigatable impact.</del>	<del>TRAF-MM3: At the intersection of Wells Road (SR 118) &amp; Violeta Street, signalize the intersection. Additionally, the northbound and southbound lanes should be widened to its ultimate configuration of three through lanes in each direction.</del>	This would require coordination with Caltrans, who maintains SR 118. Pending approval from Caltrans, this intersection would be <b><i>less than significant</i></b> .
<del>4.9 TRAF-1 Transportation and Circulation (Project and Cumulative) Existing plus project-generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four of the intersections studied along SR 118, except the a.m. peak hour at SR 118/Violeta Street. This is considered to be a potentially significant, unmitigatable impact.</del>	<del>TRAF-MM5: At the intersection of Wells Road (SR 118) &amp; County Drive, widen SR 118 to its ultimate configuration of three through lanes in the northbound and southbound directions.</del>	This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be <b><i>less than significant after mitigation</i></b> .
<del>4.9 TRAF-2 Transportation and Circulation (Project and Cumulative) Existing plus project-generated traffic analysis results in traffic levels that exceed the threshold for daily traffic volume for the studied roadway segments along SR 118. This is considered to be a potentially significant, unmitigatable impact.</del>	<del>TRAF-MM6: Widen the roadway segments of Wells Road (SR 118) between Darling Road and Vineyard Avenue to its ultimate configuration of three through lanes in the northbound and southbound directions.</del>	This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be <b><i>less than significant after mitigation</i></b> .
<del>4.9 TRAF-6 (Cumulative) Cumulative plus project-generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four studied intersections along SR 118. Although the</del>	<del>TRAF-MM9: At the intersection of Wells Road (SR 118) &amp; Darling Road, widen Wells Road (SR 118) to its ultimate configuration of three through lanes northbound and southbound. Additionally, the project would widen and</del>	The widening of this intersection would require coordination with Caltrans and the City of Ventura. With the aforementioned improvements, the intersection impact would be <b><i>less than significant after mitigation</i></b> .

**Table ES 2.2 Mitigated, significant adverse impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p>intersections are estimated to operate at unacceptable LOS with or without the proposed project, this is considered to be a significant, unmitigatable impact.</p>	<p>restripe the eastbound approach to include an exclusive left turn lane in addition to a shared through/right lane.</p>	
<p><del>4.9 TRAF-6 (Cumulative)</del> Cumulative plus project-generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four studied intersections along SR 118. Although the intersections are estimated to operate at unacceptable LOS with or without the proposed project, this is considered to be a significant, unmitigatable impact.</p>	<p><del>TRAF-MM11:</del> At the intersection of Wells Road (SR 118) &amp; Violeta Street, signalize the intersection. Additionally, the northbound and southbound lanes should be widened to their ultimate configuration of three through lanes in each direction.</p>	<p>This would require coordination with Caltrans, who maintains SR 118. Pending approval from Caltrans, this intersection would be <b><i>less than significant</i></b>.</p>
<p><del>4.9 TRAF-6 (Cumulative)</del> Cumulative plus project-generated traffic analysis results in traffic levels that exceed the acceptable a.m. and p.m. peak hour criteria at all four studied intersections along SR 118. Although the intersections are estimated to operate at unacceptable LOS with or without the proposed project, this is considered to be a significant, unmitigatable impact.</p>	<p><del>TRAF-MM13:</del> At the intersection of Wells Road (SR 118) &amp; County Drive, widen SR 118 to its ultimate configuration of three through lanes northbound and southbound.</p>	<p>This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be <b><i>less than significant after mitigation</i></b>.</p>
<p><del>4.9 TRAF-7 (Cumulative)</del> Cumulative plus project-generated traffic analysis results in traffic levels that exceed the acceptable LOS on studied roadway segments along SR 118. Although these segments are estimated to operate at unacceptable LOS with or without the proposed project, this is considered to be a significant, unmitigatable impact.</p>	<p><del>TRAF-MM14:</del> Widen the roadway segment of Wells Road (SR 118) between Darling Road and Telephone Road to its ultimate configuration of three through lanes northbound and southbound.</p>	<p>This improvement would require coordination with Caltrans. Pending approval from Caltrans, the impact would be <b><i>less than significant after mitigation</i></b>.</p>

## ES 2.3 Less than significant impacts

Table ES 2.3 Less than significant impacts		
ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<b>4.1 AQ-1 Air Quality (Project &amp; Cumulative)</b> Buildout of the Area Plan Update would be consistent with the AQMP as it would not generate population growth beyond AQMP forecasts. <b>Impacts relating to AQMP consistency are therefore <i>less than significant</i>.</b>	None necessary.	
<b>4.1 AQ-2 Air Quality (Project)</b> Operational impacts related to air quality would occur if emissions of long-term criteria pollutant would exceed VCAPCD thresholds. Buildout of the Area Plan Update would not create emissions that would exceed these thresholds. <b>Impacts would be <i>less than significant</i>.</b>	None necessary.	
<b>4.1 AQ-3 Air Quality (Project)</b> Future construction within the Plan area would generate temporary air pollutant emissions of ozone precursors ROG and NO <sub>x</sub> , as well as particulate emissions, including fugitive dust (PM <sub>10</sub> and PM <sub>2.5</sub> ). VCAPCD recommends that lead agencies require construction techniques that would limit such emissions. These techniques would be required to be incorporated as Conditions of Approval through Conditional Use Permits or Planned Development Permits for future development projects within the Plan area. <b>Impacts would be <i>less than significant</i>.</b>	None necessary.	
<b>4.1 AQ-4 Air Quality (Cumulative)</b> Impacts to human health from exposure to emissions of toxic air contaminants from vehicle traffic on State Route 118, train traffic on the Union Pacific Railroad, and local industrial sources would occur if TAC emissions resulted in excess cancer and chronic risks that exceed VCAPCD's thresholds at sensitive receptors. Buildout of the Area Plan Update would not expose sensitive receptors to health risks that exceed these thresholds. <b>Impacts would be <i>less than significant</i>.</b>	None necessary.	
<b>4.1 AQ-5 Air Quality (Project)</b> Impacts related to odors would occur if development allowed under the Area Plan Update would produce odors that would negatively impact area residents. The existing regulatory framework would prevent construction and operation of new uses	None necessary.	

**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
associated with buildout from generating objectionable odors. <b>Impacts would be less than significant.</b>		
<p><b>4.1 AQ-6 Air Quality (Cumulative)</b> Cumulative impacts related to air quality would occur if buildout of the Area Plan Update would cause population, housing, or job forecasts for the County to be exceeded. Buildout would not cause these forecasts to be exceeded, and the Plan’s contribution to cumulative air quality impacts would not be cumulatively considerable. <b>Potential impacts are therefore less than significant.</b></p>	<b>None necessary.</b>	
<p><b>4.2 WQ-1 Water Quality (Project)</b> Development under the Area Plan, including increases in the amount and intensity of industrial uses, could result in an increase in pollutants in stormwater and wastewater. However, compliance with NPDES permits requirements, the County’s Stormwater County of Ventura Ordinance Code No. 4450, the Non-Coastal Zoning Ordinance, County Stormwater Ordinance, the Basin Plan objectives and beneficial uses, General Plan policies, proposed Area Plan goals, policies, and design standards would reduce impacts to a <i>less than significant</i> level. <b>Potential impacts are therefore less than significant.</b></p>	<b>None necessary.</b>	
<p><b>4.3 WS-2 Water Supply Overdrafted Basins (Project and Cumulative)</b> The City of Ventura derives a portion of its water supply from the Oxnard Basin, which is considered to be overdraft. Buildout under the proposed Area Plan Update would increase demand for City of Ventura water supplies; however, increases in groundwater pumping from the Oxnard Basin are prohibited by FCGMA Ordinance 8 and Emergency Ordinance E. Therefore, future development allowed under the proposed Area Plan Update would not result in a decrease in the net quantity of groundwater in a groundwater basin that is considered to be in overdraft. <b>Impacts would be less than significant.</b></p>	<b>None necessary.</b>	
<p><b>4.4 F-1 Flooding (Project)</b> Development facilitated by the Area Plan Update could place new development within FEMA designated Flood Hazard Areas, areas subject to flooding in the Franklin – Brown – Sudden – Clark Barranca 2-Dimensional Floodplain Analysis and dam</p>	<b>None necessary.</b>	

**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p>inundation zones. However, for development proposed within the 1% annual chance (100-year) and the 0.2% (500-year) annual chance floodplains, but not within the Regulatory Floodway, compliance with the County Floodplain Management Ordinance, General Plan policies, and re-enforced by the proposed Area Plan policies, would reduce impacts to a <i>less than significant</i> level. <b>Potential impacts are therefore less than significant.</b></p>		
<p><b>4.4 F-2 Flooding (Project)</b> Development facilitated by the Area Plan Update would alter the existing drainage pattern of the area, potentially increasing stormwater runoff in areas where existing flood control facilities are deficient and expose adjacent property and the community to increased risk for flood hazards. <b>However, compliance with the Los Angeles RWQCB MS4 permit for Ventura County, General Plan policies, and re-enforced by proposed Area Plan policies, would reduce impacts to a less than significant level.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.4 F-3 Flooding (Project)</b> During construction of projects under the Area Plan Update, the soil surface would be subject to erosion and the adjacent stormwater channels would be subject to obstruction from sediment deposition. <b>However, compliance with the Construction General Permit would reduce impacts to less than significant level.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.5 CR(H)-4 Cultural Resources (Project)</b> Re-designation or re-development of the 45 parcels where the historical significance was not determined could result in a significant impact to potential historic resources. <b>Implementation of the Cultural Heritage Ordinance and review by the CHB will reduce potential impacts to potential historical sites to less than significant level.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.6 N-1 Noise (Project and Cumulative)</b> Development allowed by the Saticoy Area Plan would generate traffic that would increase noise levels at existing sensitive receptors on Azahar Street. Although residences along Azahar Street could be subject to moderate increases in noise levels as per the FTA criteria, the forecast increases in noise along Azahar would not exceed the County's adopted 65 dBA Leq one - hour</p>	<p><b>None necessary.</b></p>	

**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p>standard for residential receptors. Potential noise impacts are therefore <i>not significant</i> at this location. In addition, the Saticoy Area Plan would allow future residences to be constructed in the proposed Mixed Use areas that are adjacent to State Route 118 (SR 118). As a result, cumulative traffic levels on SR 118 could subject future residents in the Mixed Use area to exterior noise levels exceeding the County's one-hour standard of 65 dBA Leq and interior noise levels exceeding the County's standard of 45 dBA CNEL.</p> <p><b>However, implementation of General Plan Policy 2.16.2.1(1), along with the provisions of the Building Code during the discretionary review process, would reduce potential exterior and interior noise impacts to <i>less than significant</i>.</b></p>		
<p><b>4.6 N-2 Noise (Project) Commercial and Industrial Operations.</b> The proposed land use map for Old Town Saticoy includes the expansion of industrial use within Old Town Saticoy, and the project would allow industrial development next to residential use. In addition, the land use map would retain, with minor modifications, existing commercial areas located next to residential use. The proposed land use map would therefore allow development that could result in noise conflicts from the operation of commercial or industrial activities near residences.</p> <p>However, proposed zone changes from M2 (medium industrial) to IND (light industrial), as well as limiting industrial use to <i>light industrial</i>, would minimize future noise conflicts. In addition, adherence to General Plan Policy 2.16.2.1(4) and policies in the Saticoy Area Plan that support the General Plan policy would require that new development be designed to minimize noise conflicts. <b>Impacts would therefore be <i>less than significant</i>.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.6 N-3 Construction Noise (Project)</b> The Saticoy Area Plan would allow residential, commercial, and industrial redevelopment and roadway improvements that would generate temporary or periodic noise from construction activity and maintenance work. <b>However, the</b></p>	<p><b>None necessary.</b></p>	

**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>County's limits on the timing and loudness of construction activity would reduce impacts to a <i>less than significant</i> level.</b></p>		
<p><b>4.6 N-4 – Noise (Project) Groundborne Vibration</b> The construction and operation of commercial and industrial development allowed in the Plan area could result in groundborne vibration. However, compliance with the County's <i>Construction Noise Threshold Criteria and Control Plan</i> would limit vibration from construction equipment. Heavy vehicle use during operation of commercial and industrial uses would not occur on uneven roadways and would not generate groundborne vibration in excess of the County's Transit Use Thresholds. <b>Groundborne vibration impacts would therefore be <i>less than significant</i>.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.6 N-5- Noise (Project) Groundborne Vibration Railroad.</b> The proposed Saticoy Area Plan would allow development of vibration-sensitive uses adjacent to the Santa Paula Branch Line railroad tracks. However, the level of existing rail traffic and anticipated future traffic levels would not result in substantial groundborne vibration in the Plan area. <b>Impacts related to the exposure of new sensitive receptors to transit vibration would therefore be <i>less than significant</i>.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.7 – GHG-2 Greenhouse Gases (Project)</b> The proposed Area Plan Update would result in a significant impact to GHG emissions if it would be inconsistent with Applicable Plans, Policy or Regulations adopted to reduce GHG Emissions. However, the Area Plan Update would be consistent with all of the identified strategies to reduce GHG emissions in California, and these policies would help maintain or reduce per capita emissions in Saticoy. <b>Therefore, this impact would be <i>less than significant</i>.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.7 - GHG-3 Greenhouse Gases (Cumulative)</b> The Saticoy Area Plan would reduce per capita GHG emissions, and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG. <b>Therefore, the project would <i>not result in a cumulatively considerable impact</i>.</b></p>	<p><b>None necessary.</b></p>	



**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>4.8 – CC-1 Community Character – (Project) – Residential and Industrial Areas:</b> Existing land use incompatibility issues resulting from the proximity of residential and industrial use in Old Town Saticoy will be reduced following project implementation. <b>Impacts, including those related to the transition of land uses within the planning period, will be less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.8 – CC-2a Community Character (Project)</b> No land use compatibility issues regarding industrial land that abuts the Santa Clara River are anticipated. <b>Project impacts will be less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.8 – CC-3 Community Character (Project) - Residential Use and Adjacent Agriculture:</b> No project-related land use compatibility issues resulting from the proximity of residential use to adjacent agricultural land are anticipated. <b>Therefore, project impacts will be less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.8- CC-4 Community Character (Project)</b> Potential land use incompatibilities that may result from a change in the scale or intensity of development allowed by the proposed project will be <b>less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.8- CC-5 Community Character (Project)</b> The project is expected to result in improvements to the overall historic character of the Saticoy community and impacts will be <b>less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.8- CC-6b Community Character (Project)</b> The project is expected to result in improvements to the overall architectural character of the Saticoy community and <b>impacts to community character outside of Old Town Saticoy are expected to be less than significant.</b></p>	<p>None necessary.</p>	
<p><b>4.9 TRAF-3 and TRAF-8 Transportation and Circulation (Project and Cumulative) <u>Road Segment Analysis (Local Roads):</u></b> Existing Plus Project-generated traffic results in traffic levels that do not exceed the threshold for daily traffic volume for all of the studied local roadway segments within the Saticoy community. <b>This is considered to be a less than significant impact.</b></p>	<p>None necessary.</p>	

**Table ES 2.3 Less than significant impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p><b>4.9 TRAF-8 (Cumulative)</b> Cumulative plus project-generated traffic analysis results in traffic levels that do not exceed the threshold for daily traffic volume for all of the studied local roadway segments within the Saticoy community. <b>This is considered to be a <i>less than significant</i> impact.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.11 HJ-1 Housing and Jobs (Project &amp; Cumulative)</b> – The proposed Saticoy Area Plan update will allow new development that could result in 30 or more new full-time equivalent lower-income employees. People who work in Saticoy may live in the City of Ventura or other nearby communities. Many Saticoy residents are employed outside the Area Plan boundary and within the City of Ventura or other nearby communities. In addition, the growth of individual businesses within the Area Plan boundary, and the attendant new employees resulting from that growth, could be accommodated by housing within the City’s Saticoy-Wells Community or by housing elsewhere in Ventura, Oxnard, Santa Paula, Fillmore, Moorpark or other communities within the County. People who fill new employment opportunities in Saticoy would depend on the regional supply of housing and would not be dependent upon housing within the Saticoy community. <b>Given both the regional and local options for housing, the potential growth of individual businesses in Saticoy will have a <i>less than significant</i> project impact on the demand for low income housing.</b></p>	<p><b>None necessary.</b></p>	
<p><b>4.11 – HJ-2 Housing and Jobs (Cumulative)</b> The proposed Saticoy Area Plan update will allow new development that could result in a substantial increase in employment opportunities for Saticoy residents as well as people who live in other areas of Ventura County. When projected housing and employment opportunities created by full buildout of the Area Plan update and the RTP population and employment projections are combined, the county-wide jobs/housing ratio is anticipated to range from 1.30:1 to 1.31:1 and will remain “in balance”. <b>Therefore, the impact of full buildout of the proposed Area Plan will be <i>less than significant</i> on Ventura County’s jobs/housing balance ratio.</b></p>	<p><b>None necessary.</b></p>	

## ES 2.4 Beneficial impacts

TABLE ES 2.4 Beneficial Impacts		
ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<b>4.7 GHG-1 Greenhouse Gases (Project)</b> - The proposed Area Plan Update would result in a significant impact to GHG emissions if it would result in an increase in per capita GHG emissions. However, the Area Plan Update would result in the reduction of 1.5 metric tons of CO <sub>2</sub> e per year per service population when compared to the existing land uses. <b>Therefore, this impact would be beneficial.</b>	None necessary.	
<del><b>4.8 – CC-2b Community Character (Project)</b> No land use compatibility issues regarding industrial land that abuts the Santa Clara River are anticipated, as most land that abuts the river is already development. Also, a two-acre piece of vacant land that abuts the river would be re-designated from Industrial to Open Space use. <b>Project impacts are therefore expected to be beneficial.</b></del>	None necessary.	
<b>4.8 – CC-2c Community Character (Project)</b> No land use compatibility issues regarding development of a landscape buffer between West Industrial Area and the Brown Barranca are anticipated, and the development of a natural watercourse and landscape buffer along the Brown Barranca would result in potential benefits to community character. <b>Project impacts are expected to be beneficial.</b>	None necessary.	
<b>4.8 CC-6a Community Character (Project and Cumulative)</b> The project includes a Development Code and Design Guidelines for Old Town Saticoy that are expected to result in improvements to the overall architectural character of the Saticoy community. <b>Potential impacts to community character in Old Town Saticoy are therefore expected to be beneficial.</b>	None necessary.	
<b>4.8 CC-7 Community Character (Project and Cumulative)</b> The project is expected to improve the quality of public spaces over the planning period, including improvements to the quality of public streets and the		

**TABLE ES 2.4 Beneficial Impacts**

ISSUE - Impact	Mitigation (Responsibility)	Feasibility/Residual Impacts
<p>addition of pedestrian and bicycle facilities. <b>Impacts to community character associated with public spaces are therefore expected to be beneficial.</b></p>		
<p><b>4.9 TRAF-5 Transportation and Circulation (Project and Cumulative)</b> The proposed Area Plan includes a Mobility Map that defines pedestrian, bicycle, and transit routes in the Saticoy Area Plan. The map is consistent with Gold Coast Transit plans and regional bicycle master plans (VCTC). The project also includes updated road standards for Saticoy that define pedestrian facilities. Within Old Town Saticoy, the project includes road standards with wider sidewalks and pedestrian amenities, updated standards for bicycle storage facilities, and complementary site development standards that facilitate pedestrian circulation. Finally, the project includes a pedestrian-only facility that connects L.A. Avenue to Saticoy Park. <b>The proposed multi-modal maps, standards, projects, and polices will enhance the multi-modal network in Saticoy. This is considered to be a beneficial impact.</b></p>	<p>None necessary.</p>	

## ES 2.5 - Alternatives

To avoid significant, unmitigated impacts to water supply, cultural resources (historic), traffic, traffic-related noise, and wastewater generation caused by the proposed project, the following alternatives were evaluated:

TABLE ES 2.5 Alternatives		
Alternative	Significant Impacts Avoided or Reduced	Significant Residual Effects of Alternative
<p><b>5.1 No Project Alternative</b> - “No Project” means that the proposed Area Plan would not be adopted and future development would occur as allowed by the current 2004 Saticoy Area Plan. The No Project Alternative is defined by the current 2004 Saticoy Area Plan land use plan.</p> <p>It is estimated that the current 2004 Area Plan would allow development of up to 432 residential units and generate employment opportunities for up to 2,691 employees. Whereas, the proposed Area Plan is estimated to allow development of up to 362 residential units and generate employment opportunities for approximately 2,894 employees. These numbers represent the total amount of development (i.e., existing plus new development) that could occur within the Area Plan boundary under each land use plan scenario.</p>	<p>When compared to the No Project Alternative, the proposed 2015 Area Plan, would result in increased potential impacts related to traffic, noise, air quality, water demand and wastewater generation. Increased impacts associated with the 2015 Area Plan are primarily based on higher estimates for commercial and industrial development than the current 2004 Area Plan. However, estimated growth levels for the 2015 Area Plan are unlikely to occur and different methodologies used to estimate projected growth within the two plans. <b>More importantly, both the existing 2004 Area Plan and proposed 2015 Area Plan result in similar, significant and unavoidable impacts to traffic, wastewater generation, and water supply demand (during dry years).</b></p> <p><u>However, the No Project Alternative would result in a less than significant impact to cultural resources (historic) because the re-zoning of the four potential Sites of Merit would not occur. Conversely, existing land use incompatibilities would remain and proposed policies and programs that are intended to further protect the</u></p>	<p>Although it would result in reduced, project-related potential environmental impacts, <b><i>the No Project Alternative would not reduce long-term, cumulative impacts to less than significant.</i></b> In addition, the No Project Alternative would not be expected to produce the beneficial impacts, nor achieve the project goals and objectives, of the proposed Area Plan</p>

**TABLE ES 2.5 Alternatives**

Alternative	Significant Impacts Avoided or Reduced	Significant Residual Effects of Alternative
	<p><u>Train Depot and all of the other potential Sites of Merit would not be adopted.</u></p> <p>The proposed, 2015 Area Plan includes several key potential beneficial impacts that are unlikely to occur with the No Project Alternative. Those impacts include improved mobility, more efficient development, improvements to community character, and greater protection of biological resources.</p> <p>The No Project Alternative also would not achieve the goals and objectives of the proposed Area Plan update including:</p> <ul style="list-style-type: none"> <li>• Economic re-vitalization of the Saticoy community, including increased employment opportunities;</li> <li>• Resolution of long-standing land use incompatibilities between existing residential development located adjacent to industrial uses;</li> <li>• Creation of an appropriately sized and well-located commercial area; and</li> <li>• Fulfillment of a grant commitment to develop a mixed use zone for residential and commercial development.</li> </ul>	
<p><b>Planning Commission Workshop 5.2.1 RMU at North End (PC ALT 1)</b> - Under this scenario, there would be a reconfiguration of the R/MU and TC zoned areas. However, the amount of each of the two zoning districts would be essentially equal to the proposed Area Plan.</p>	<p>Due to the similarity between the 2015 Area Plan and the PC ALT 1 scenario, all of the identified significant environmental impacts including traffic, noise, water demand, and wastewater generation would be similar to the proposed Area Plan. Potential impacts related</p>	<p>PC alternative 1 would not significantly reduce, and could slightly increase environmental impacts over the proposed Area Plan. No additional beneficial impacts over the proposed Area Plan are anticipated with PC Alternative 1. Although it would still achieve the primary goals</p>

TABLE ES 2.5 Alternatives		
Alternative	Significant Impacts Avoided or Reduced	Significant Residual Effects of Alternative
Proposed industrial zoning with PC Alternative 1 would be largely the same with a slight increase in M3 zoning in the northern portion of the west industrial area.	to wastewater generation might be slightly greater for PC ALT 1 due to the increase in M3 zoning. <u>Further, there would be no change to the proposed re-designation of the four potential Sites of Merit along Nardo Street. This means the potential impact to cultural resources would remain significant under this scenario.</u>	and objectives of the proposed project, it has no environmental advantages.
<b>Planning Commission Workshop</b> <b>5.2.2 RMU Extends East (PC ALT 2)</b> - Under this scenario, the amount of R/MU zoning would be increased south of the railroad and the amount of IND in Old Town area reduced. All of the remaining zoning (TC, RES, M1, M2 and M3) would remain the same as the proposed Area Plan. Land uses that would be accommodated in the R/MU zone include residential and commercial development.	When compared to light industrial type uses, the potential environmental impacts of increased R/MU related to traffic, traffic-related noise, and water demand would be similar or greater. PC Alternative 2 would have greater traffic and noise impacts and less impacts related to wastewater generation. Potential water demand for PC Alt 2 would be similar to industrial uses of the proposed Plan. <u>With this this alternative, those four parcels would not be re-designated to Industrial but rather to Mixed Use which would increase the likelihood that the existing structures would be suitable to continue as residential or suitable for adaptive re-use. This means that under this scenario, the potential impact to historic resources would be reduced to less-than-significant. Conversely, if the four parcels are not re-zoned, existing land use incompatibilities would remain.</u>	Overall, PC Alternative 2 would not significantly reduce the identified significant environmental impacts, with the exception of wastewater depending on the type of industrial uses. No additional beneficial impacts over the proposed Area Plan are anticipated with PC Alternative 3. <b><u>Although it PC ALT 2 would still achieve the primary goals and objectives of the proposed project, and its PC-ALT-2 has no environmental advantages include a reduction in the potential impact to the four potential Sites of Merit to less than significant.</u></b>
<b>Planning Commission Workshop</b> <b>5.2.3 RMU “Hybrid” (PC ALT 3)</b> - PC Alternative 3 is the most similar to the proposed Area Plan in both configuration and amount of specific zones including an approximately 2 block increase in R/MU and 2 block reduction in Industrial zoning. Unavoidable significant	PC Alternative 3 would have greater traffic and noise impacts and less impacts related to wastewater generation. Potential water demand for PC Alt 3 would be similar to industrial uses contemplated in the proposed Plan. <u>With this this alternative, two of the four parcels would not be re-designated to Industrial but rather to</u>	Overall, PC Alternative 3 would not significantly reduce the identified significant environmental impacts, with the exception of wastewater depending on the type of industrial uses. No additional beneficial impacts over the proposed Area Plan are anticipated with PC Alternative 3. <b><u>Although PC ALT 3 it would still achieve the</u></b>

**TABLE ES 2.5 Alternatives**

Alternative	Significant Impacts Avoided or Reduced	Significant Residual Effects of Alternative
<p>environmental impacts that were identified in Chapter 4 include traffic, traffic-related noise, water demand, and wastewater generation.</p>	<p><u>Mixed Use which would increase the likelihood that the existing structures would be suitable to continue as residential or suitable for adaptive re-use. This means that under this scenario, the potential impact to historic resources would be reduced to less-than-significant for two of the four parcels. However, the other two would remain significant and unmitigated. Further, if the four parcels are not re-zoned, existing land use incompatibilities would remain.</u></p>	<p><b>primary goals and objectives of the proposed project, and its PC-ALT 3 has no environmental advantages include a reduction in the potential Sites of Merit (from four to two) that would be re-designated from Residential to Industrial and potentially be suitable for adaptive re-use.</b></p>
<p><b>5.3 Reduced Development/Environmentally Preferred Alternative</b> - The “Reduced Development Alternative” includes an Area Plan that would result in less development potential than the proposed Area Plan. The reduced amount of development would decrease the identified significant environmental impacts related to traffic, traffic-related noise, water supply, and wastewater generation.</p>	<p>The Reduced Development alternative would have less environmental impacts related to traffic, traffic-related noise, air quality, wastewater generation, and water demand than the proposed Area Plan.</p> <p><u>However, the Reduced Development Alternative could result in a less than significant impact to cultural resources (historic) because the re-zoning of the four potential Sites of Merit may not occur depending on whether or not the re-zoning from Residential to Industrial is included in the reduced development scenario. Conversely, if the four parcels are not re-zoned, existing land use incompatibilities would remain.</u></p> <p>However, as discussed in Section 4, the Reduced Development Alternative would still result in significant, cumulative adverse impacts for traffic and water demand (during dry years) which would occur under all alternative scenarios. Solutions to alleviate impacts related to traffic and water demand will be necessary to</p>	<p>Although it would reduce project-related potential environmental impacts, <b>the Reduced Development Alternative would not reduce long-term cumulative impacts to less than significant. However, this alternative could result in a reduction in the potential impact to the four potential Sites of Merit along Nardo Street depending on whether or not they would be re-designated to Industrial.</b> In addition, the Reduced Development Alternative would not achieve the project goals and objectives.</p>



<b>TABLE ES 2.5 Alternatives</b>		
<b>Alternative</b>	<b>Significant Impacts Avoided or Reduced</b>	<b>Significant Residual Effects of Alternative</b>
	<p>accommodate future growth in the greater Saticoy area. In addition, incremental growth will be evaluated on a case-by-case basis during the permitting process, which will ensure that adequate water supply and wastewater capacity is available for new development.</p> <p>Because the wastewater treatment plant and facilities are currently operating within their capacity, potential wastewater generation impacts would be reduced to less than significant levels if the development potential were reduced below that of the 2004 Area Plan or, to a level that could be accommodated within the remaining treatment plant capacity.</p> <p>A few of the key potential beneficial impacts of the proposed Area Plan include better mobility, more efficient development, economic stimulation, improvements to community character, and greater protection of biological resources. While the Reduced Development alternative would reduce adverse project and cumulative impacts, it would not result in additional beneficial impacts as compared to the proposed Area Plan.</p> <p>Finally, the Reduced Development alternative would not achieve the goals and objectives of the proposed Area Plan update.</p>	
<p><b>5.4 No Project, No Development Alternative</b>            - The “No Project/No Development” alternative assumes that no further residential, commercial, or industrial development would occur in Saticoy and that no new infrastructure facilities would be constructed. It is assumed</p>	<p>None of the impacts of the proposed Area Plan Update would result. Future conditions within the Saticoy area, except for the impacts of regional growth, would generally be the same as existing conditions, which were described in the environmental setting section for each</p>	<p>This is a purely hypothetical alternative that is not realistic given that, even if the proposed Area Plan Update is not adopted, property owners in Saticoy would retain the development rights they have under the current Area Plan (see No Project Alternative). However, similar</p>

**TABLE ES 2.5 Alternatives**

<b>Alternative</b>	<b>Significant Impacts Avoided or Reduced</b>	<b>Significant Residual Effects of Alternative</b>
<p>that Saticoy's current population of approximately 1,100 would not change, though it should be recognized that the County cannot control whether or not population growth occurs. Absent additional housing to support future growth, any population growth in Saticoy would likely be accommodated through increasing the number of persons per household.</p>	<p>environmental topic. The No Project, No Development Alternative would still result in cumulative traffic impacts on SR 118 and cumulative impacts related to water demand (during dry years) within the City of Ventura due to cumulative development approved by the City and the lack of reliable supply.</p>	<p>to all alternatives evaluated above, the magnitude of new development would be constrained by infrastructure deficiencies.</p>

## ES - 3 AREAS OF KNOWN CONTROVERSY

The County of Ventura received 10 letters and communications in response to the Notice of Preparation for this EIR which are included in Appendix B and summarized by commenting party in Section 1.3. All of the comments were received from public agencies. The most controversial issue concerns water supply and distribution, including the City of Ventura's Extraterritorial Water Policy. Although most of the identified issues are not controversial, they are all listed here. In summary, the following issues were raised:

- Proposed bus route configuration;
- Funding for proposed improvements related to parkways, trees, and street lights;
- Feasibility and funding sources for "complete streets" aspects of the project;
- Extension/deletion of Nardo Street – funding and construction;
- Proposed bike path crossing on SR 118 and the railroad – location and funding;
- Impacts to biological resources;
- Water supply and demand, water distribution system analysis;
- City Water Policy effect on Saticoy;
- City's Drought Ordinance effect on Saticoy;
- Consistency with Southern California Association of Governments (SCAG) policies;
- Proposed railroad crossings – design and safety;
- Traffic study;
- Air quality study;
- Consistency with the City's General Plan, Saticoy & Wells Community Plan and LAFCo policies;
- Sewer service;
- Housing;
- Fire protection;
- Law enforcement; and
- Schools.

# 1.0 INTRODUCTION

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## 1.1. PURPOSE AND LEGAL AUTHORITY

The California Environmental Quality Act (CEQA), sections 21000 et seq. of the Public Resources Code, requires any “project” approved by a State or local agency to be reviewed for its impact on the physical environment. A “project” is defined as any direct or indirect action that could result in a physical change to the environment, and includes general plan amendments and discretionary entitlements associated with urban development including zone changes, subdivisions and planned residential developments. As required by CEQA, the State Office of Administrative Law has adopted guidelines to be used in the proper application of CEQA’s environmental review requirements. The current State CEQA Guidelines are found in Title 14, Chapter 3 of the California Code of Regulations. Furthermore, the Board of Supervisors has adopted the County Administrative Supplement to CEQA, which specifies the specific procedures the County uses in complying with CEQA and CEQA Guidelines.

This EIR is to serve as an informational document for the public and County of Ventura decision-makers. The Ventura County Planning Commission (as advisory body) and Board of Supervisors will consider certification of a Final EIR and approval of the project at a public hearing.

## 1.2. PROJECT BACKGROUND AND CATALYST

The first land use plan for the Saticoy area, called the Saticoy Community Study and Improvement Plan, was adopted in 1967. In 1980, that plan was revised in order to extend the “industrial” and “urban” land use designations into vacant land to the south of the original community, consistent with the County’s General Plan Land Use Element. The most recent, comprehensive update of the Saticoy Area Plan occurred more than two decades ago, in 1990, to accommodate necessary changes associated with the construction of SR 118. Minor amendments were also made to the Saticoy Area Plan in 1992 and 1996. A limited update to the Area Plan also occurred in 2004 when the County initiated a General Plan Amendment (GPA) and zone change for the County’s relocated Public Works Saticoy Operations Yard. Those revisions included a modification to the Circulation Map and a zone change from Medium Industrial to Light Industrial.

Saticoy currently contains approximately 30 acres of vacant land in the residential and industrial area. Of the vacant parcels, there are eight acres of vacant land located along the southern boundary of Old Town Saticoy. In April 2010, the Board of Supervisors (BOS) approved a pre-screening for a GPA<sup>2</sup> on the vacant land that if processed and ultimately

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<sup>2</sup> General Plan Amendments Section of the General Plan Goals, Policies and Programs specifies that all privately initiated General Plan Amendments are screened by the Board of Supervisors to determine if the amendment is appropriate for further processing. However, approval of a so-called pre-screening does not guarantee ultimate approval of the GPA.

adopted, would change its low-intensity residential land use to industrial/commercial use. The pre-screening was initiated by three private applicants who own separate but adjacent parcels (see Figure 2-1 for location of these parcels). The landowners' proposal stated that existing land use designations, coupled with constraints created by the City of Ventura's existing Extraterritorial Water Policy, made any development besides single family residential development very difficult, and they suggested that a more reasonable use of their land would be industrial (with some commercial) development. High-density residential use was also considered, but such development was not possible due to the City's water policy.

The City is responsible for water supply to Saticoy, but the current policy limits connections to a 3/4" water meter, which is typically associated with water service for a single family dwelling or a low water-demand commercial/industrial development. Some industrial developers have worked around that limitation by developing expensive, on-site water storage systems. Such systems, however, are not feasible for medium to high-intensity residential development.

As a condition of approval for the Board's pre-screening, they requested that the Planning Division consider land use changes in a broader context. Specifically, they directed the Planning Division to prepare an update to the Saticoy Area Plan that would be completed concurrently with the proposed GPAs on vacant parcels of land. The Board also recommended that the GPA applicants contribute towards the Planning Division's costs to amend the Saticoy Area Plan and they directed staff to search for available grants to fund a portion of the Area Plan update.

Pursuant to the Board's direction, the Planning Division submitted, and was awarded, two grant applications to update the Saticoy Area Plan:

- **Southern California Association of Governments (Phase 1):** The first phase of work was funded by the Southern California Association of Governments (SCAG) through a Compass Blueprint Program grant of approximately \$125,000. Notice of the grant award was received in the fall of 2011, consultant selection took place in late 2011, and work began in March 2012.

Phase 1 focused on the geographic area called Old Town Saticoy, and work was conducted primarily by a team led by Sargent Town Planning (STP), an urban planning consulting firm. Through a series of community meetings, workshops, and field observations, the STP team documented existing conditions, identified key community concerns, and developed a series of alternative Area Plan scenarios that were presented and discussed in subsequent public workshops.

Key consultant recommendations, which are incorporated into a Vision Plan for Old Town Saticoy (see Appendix I), center on streetscape and park improvements that would make Old Town a safer and more welcoming place to walk, drive or bicycle. The Vision Plan also consolidated the current patchwork of retail, residential and light industrial uses into a coherent pattern within a compact and walkable town center, a quieter neighborhood, and a viable employment district. Finally, the STP team prepared a draft development code and design guidelines. While these work products are being refined through the broader Area Plan update process, the goals, concepts

and development code prepared by STP form the basis for key components of the project.

- **Strategic Growth Council (Phase II):** The second grant was awarded by the State’s Strategic Growth Council (SGC) through its Sustainable Communities Planning Grant Program. In May 2012, the County was awarded approximately \$413,000, and a grant agreement was finalized in October 2012. Work being conducted by this grant includes a comprehensive Saticoy Area Plan update (which covers areas inside/outside Old Town Saticoy), necessary rezones, and a final Development Code for Old Town Saticoy. Phase II also includes a Market Study and other technical reports (cultural resources, traffic, etc.) that support the project. All Phase II work funded by the grant must be completed by October 2015.

Because the Sustainable Communities Planning Grant Program is funded through State Proposition 84, projects funded by this grant must meet specific objectives. In general, these objectives align with the State’s interest in greenhouse gas reductions, “smart growth”, sustainable infill development, and transportation and land use patterns that facilitate improvements to public health and the environment.

Phase I work conducted pursuant to the SCAG grant was completed in June 2013, and the Planning Division expects to complete the three-year Sustainable Communities grant by the October 2015 deadline. Phase II work included an all-day public workshop before the Ventura County Planning Commission on March 6, 2014, and the Proposed Project is based on a land use alternative selected by the Planning Commission. Following the Planning Commission workshop, the Planning Division initiated an Initial Study and all remaining technical studies, and the Draft Initial Study was completed in August 2014.

### **1.3. SCOPE AND CONTENT OF THE EIR**

In accordance with the CEQA Guidelines Section 15082, a Notice of Preparation (NOP) was prepared and distributed for review by affected agencies and the public in September 2014. A public scoping meeting was held on September 23, 2014. As noted above, an Initial Study was prepared for the project prior to the NOP. The NOP, comment letters and Initial Study are provided in Appendix A.

The County of Ventura received 10 comment letters and communications in response to the NOP for this EIR. Table 1.3-1 provides a summary of comments received in response to the NOP and the EIR sections where the issues are addressed.

**Table 1.3-1 Summary of NOP comments**

	<b>Commenter</b>	<b>Agency</b>	<b>Issue</b>	<b>EIR Section</b>
1	Vanessa Rauschenberger	Gold Coast Transit	Transit Service - Proposed bus route	Transportation/ Circulation
2	Ben Emami	PWA - Transportation	Transportation - related issues	Transportation/ Circulation
3	Betty Courtney	CA Dept of F&W	Bio Resources	Initial Study
4	Susan Rungren	City of Ventura Water Resource Manager	Water Supply/Resources Study	Water Resources; Water Supply
5	V.S. Chandrashaker	City of Ventura Public Works	Deletion of Nardo Street Extension	Transportation/ Circulation
6	Ping Chang	SCAG Land Use and Environmental Planning	Consistency with RTP/SCS	Transportation/ Circulation
7	Ken Chiang	PUC - Railroad Crossings and Engineering Branch	Railroad Crossings and ADA compliance	Transportation/ Circulation; Initial Study
8	Dianna Watson Elmer Alvarez	CA DOT - District 7 (Caltrans)	Bicycles, funding, encroachment permit. Please submit traffic study for their review.	Transportation/ Circulation; Initial Study
9	Alicia Stratton	APCD	Wish to review AQ analysis in DEIR	Air Quality
10	Andrea Ozdy	LAFCo	EIR should analyze water and sewer service, transportation/ circulation, housing, fire protection/emergency services, law enforcement/emergency services and schools.	Water Resources; Water Supply; Wastewater; Transportation/ Circulation; Initial Study

Based on the Initial Study prepared for the project, comments received at the scoping meeting and during the public comment period, potential environmental impacts related to the project were identified in the following issue areas:

- Air Quality
- Water Resources – Groundwater and Surface Water
- Water Supply – Quality and Quantity

- Flooding Hazards
- Cultural Resources – Historic
- Noise and Vibration
- Public Health
- Greenhouse Gases
- Community Character
- Transportation and Circulation
- Wastewater
- Growth Inducing Impacts

This EIR addresses the issues referenced above and identifies potentially significant environmental impacts, including site-specific and cumulative effects of the project, in accordance with the provisions set forth in the CEQA Guidelines. In addition, the EIR recommends feasible mitigation measures, where possible, that would reduce or eliminate adverse environmental effects.

As discussed in the Initial Study prepared for this project (Appendix A), several environmental issue areas were found to be less-than significant or not significant. Issue areas found to be less-than or not significant include: aggregate resources, petroleum resources, biological resources, agricultural soils and land use compatibility, scenic resources, paleontological resources, archeological resources, coastal beaches and sand dunes, fault rupture hazards, ground shaking hazards, liquefaction, seiche and tsunami hazards, landslide and mudflow hazards, expansive soils subsidence, fire hazards, aviation hazards, hazardous materials and waste, daytime glare, transportation safety and design, airports, harbor, pipelines, fire flow requirements, solid waste management and facilities, utilities, law enforcement and fire protection services, schools, libraries, and recreational facilities. These subject areas are not included in the EIR analysis.

In preparing the EIR, use was made of relevant County policies and guidelines, previously certified EIRs and background documents prepared by the County and City of San Buenaventura, as well as appropriate documents that guide land use in the Saticoy community, and the City of San Buenaventura. A full reference list is contained in Section 6.0 of this EIR.

The level of detail contained throughout this EIR is consistent with the requirements of CEQA and applicable court decisions. The CEQA Guidelines provide the standard of adequacy on which this document is based. The Guidelines (§15151) state:

*An EIR should be prepared with a sufficient degree of analysis to provide decision-makers with information which enables them to make a decision which intelligently takes account of environmental consequences. An evaluation of the environmental effects of the proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in light of what is reasonably feasible. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of*



*disagreement among the experts. The courts have looked not for perfection, but for adequacy, completeness, and a good faith effort at full disclosure.*

## 1.4 LEAD, RESPONSIBLE AND TRUSTEE AGENCIES

Under CEQA, the Lead Agency is the public agency that has the principal authority for approving or implementing the project. Therefore, the County of Ventura is the Lead Agency for the subject project. Legislative actions required by Ventura County include substantive amendments to the Saticoy Area Plan and the NCZO (the addition of a Use Matrix and Development Code for Old Town Saticoy and minor amendments). All non-discretionary development within Old Town Saticoy will require a Zoning Clearance that includes a review to determine conformance with the Old Town Saticoy Development Code. Other entitlements that would be required for future development include, but may not be limited to, discretionary permits issued through the Planning Division (examples include subdivision, conditional use, and planned development permits), grading permits, encroachment permits, and building permits.

A “Responsible agency” refers to a public agency within the State of California, other than the Lead Agency, that has discretionary approval authority over a project, or portion thereof. Responsible agencies include:

- Regional Water Quality Control Board – Responsible for issuing National Pollutant Discharge Elimination System (NPDES) permits for grading activities.
- California Department of Transportation (Caltrans) – Responsible for maintenance of state highways and would be responsible for issuance of encroachment permits for any work in the state highway right-of-way.
- California Public Utilities Commission – Responsible for regulatory and safety oversight for railroads and rail crossings.

A “Trustee agency” refers to a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee agencies include:

- The California Department of Fish and ~~Game~~ Wildlife (CDFG-W) – Responsible for protection of fish and wildlife, designated rare or endangered native plants, game refuges, and ecological reserves.
- The Native American Heritage Commission – Responsible for the protection and preservation of Native American cultural resources.

Additionally, an “Affected” agency refers to public agencies that are neither Responsible nor Trustee agencies, but would provide services to the project or would be impacted by the project. The following is a limited list of affected public agencies and the services they would provide or a description of how they may be affected by the proposed project:

- Ventura Unified School District – Operates K-8 public schools that serve school-age children living in Saticoy.

- City of Ventura – Saticoy is within the City’s Sphere of Influence and has its own Saticoy/Wells Community Plan. Ventura Water also provides potable water to properties within the Saticoy Area Plan boundary.
- Santa Paula Basin Pumpers Association – The Santa Paula Basin is the adjudicated groundwater basin that supplies water to the Saticoy community. The SPBPA is a group of individuals, trusts, partnerships, corporations, mutual water companies, and the City of Santa Paula. The SPBPA exercises the right to pump water from the Santa Paula Basin for reasonable and beneficial use.
- Saticoy Sanitary District – Provides sewer service.
- Alta Mutual Water Company – Agricultural Water Purveyor in Saticoy.
- Ventura County Transportation Commission – Owns the Santa Paula Branch Rail Line that runs through Saticoy.
- County of Ventura and dependent districts:
  - a) Air Pollution Control District (APCD) – Responsible for regulatory authority for protection of air quality within Ventura County. APCD enforcement staff would respond to construction dust complaints under Rule 51 of the APCD Rules and Regulations.
  - b) Cultural Heritage Board (CHB) – Responsible for ensuring that cultural resources are properly identified and preserved.
  - c) Fire Protection District – Responsible for fire protection in the unincorporated area.
  - d) Library Services District – Responsible for operating the County libraries, including the Saticoy Library.
  - e) Parks Department (General Services Agency) provides park and recreation services for County park facilities (Saticoy Park).
  - f) Resource Management Agency – Responsible for environmental health, building and safety services, planning (General Plan/Zoning) and zoning enforcement.
  - g) Sheriff’s Department – Responsible for law enforcement services in the unincorporated area.
  - h) Transportation Department (Public Works Agency) – Responsible for County road maintenance, responsible for issuance of encroachment permits for work in County right-of-ways.
  - i) Ventura County Health Care Agency (Public Health Department) – Responsible for programs related to health promotion and education and the County’s “Health in all Programs” policy.
  - j) Watershed Protection District – Responsible for flood control and ground and surface water quality and quantity. The District will issue flood control permits for any development within the 100-year flood fringe area.

## 2.0 PROJECT DESCRIPTION

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### 2.1. PROJECT APPLICANTS

**County of Ventura**  
Resource Management Agency  
Planning Division  
800 S. Victoria Avenue  
Ventura, CA 93009

**Charles Rogers**  
741 Teresa Street  
Oxnard, CA 93030

**Michael Rolls**  
P.O. Box 7909  
Ventura, CA 93006

**Gagandip Singh Sunner**  
1500 Los Angeles Avenue  
Ventura, CA 93004

### 2.2. PROJECT NAME AND NUMBER

The Proposed Project is a comprehensive update of the Saticoy Area Plan and related amendments to zoning maps and the Non-Coastal Zoning Ordinance (NCZO). Collectively, these elements are referred to as the Proposed Project (PL14-0066). The time horizon for the Proposed Project is 20 years, which extends from 2015 to 2035.

Project elements include the following:

- Revised Saticoy Area Plan, including the following:
  - a. Goals, Policies and Programs
  - b. Land Use Classification Map
  - c. Vehicular and Multimodal Mobility Maps, including revised road classifications
  - d. Old Town Saticoy Design Guidelines (Design Guidelines)
  - e. Revised text, format and graphics
- Technical Appendix to the Saticoy Area Plan describing existing conditions
- Revised Zoning Map, including revised zoning classifications
- Revisions to the Non-Coastal Zoning Ordinance (NCZO) to include specialized zoning for Old Town Saticoy (zones, use matrix, development standards, etc.) within the Old Town Saticoy Development Code (Development Code).

The Proposed Project incorporates a General Plan Amendment (GPA) initiated by three private applicants in 2010. The privately-initiated amendment would change the General Plan and Zoning classifications for approximately eight acres of mostly vacant land located within Old Town Saticoy. In April 2010, the Board of Supervisors (BOS) approved a GPA pre-screening to change the current, medium-intensity residential land use to industrial/commercial use. The land use configuration included in the Proposed Project is a variation of the proposed use included in the pre-screening, as the land use designation and zoning for one of the three

parcels would allow higher-density multifamily development in addition to commercial development.

## 2.3 PROJECT LOCATION

Saticoy is a small, approximately 240 acres unincorporated community located in Ventura County. As illustrated on Figures 2-1 and 2-2 (Project Location and Project Boundary Maps), the area is generally bounded on the north by the City of Ventura (City), on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, and on the west by the Brown Barranca. Two major state highways are in close proximity to Saticoy: State Route 118 (SR 118) runs north/south bisecting the Saticoy community and Highway 126 runs east/west approximately one-half mile north from the center of town. In addition, the Santa Paula Branch line of the Union Pacific Railroad (railroad) runs east/west, bisecting the community very close to the town center. The entire Saticoy community is within the sphere of influence of the City of Ventura.

## 2.4 EXISTING COMMUNITY CHARACTERISTICS, LAND USE, AND SETTING

Saticoy has a population of approximately 1,000 people. The reported median household income is just under \$40,000, which is substantially less than the median household income of \$60,000<sup>3</sup> for the City of Ventura or the countywide median income of \$73,000 (American Community Survey 2011). Saticoy's income demographics qualify it as an "economically disadvantaged community" (a term defined by the State of California).

The most recent, comprehensive update of the Saticoy Area Plan occurred more than two decades ago, in 1990, to accommodate necessary changes associated with the construction of SR 118. A limited update to the Area Plan also occurred in 2004 when the County initiated a GPA and zone change for the County's relocated Public Works Saticoy Operations Yard. Those revisions included a modification to the Circulation Map and a zone change from Medium Industrial to Light Industrial.

The existing Area Plan identifies three separate community subareas. Although the boundaries for these subareas have not changed, the Proposed Project now refers to these areas with the terms shown below:

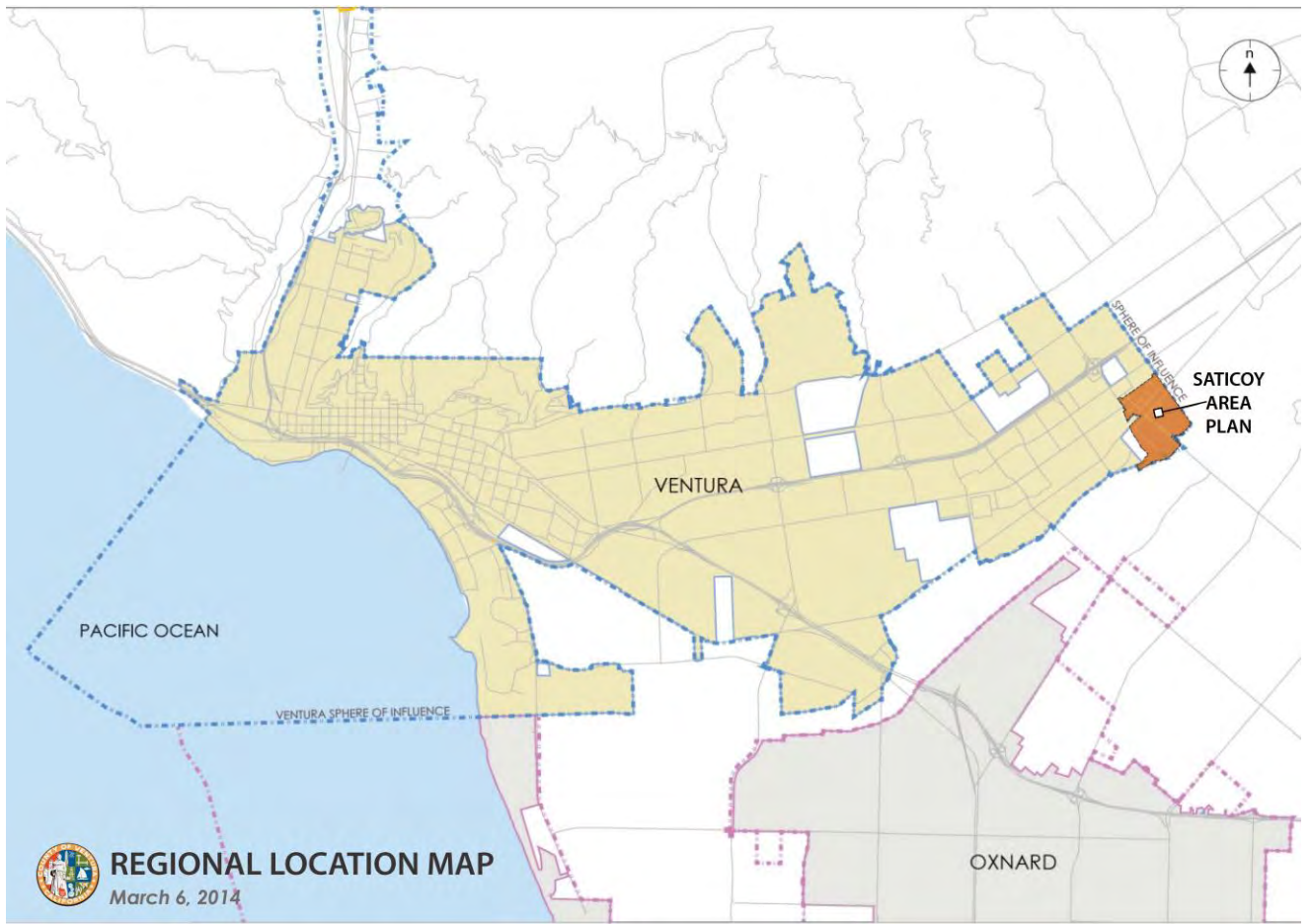
<i>Existing Term</i>	<i>New Term</i>
Original Townsite	Old Town Saticoy
Southeast	South Industrial Section
Lirio Industrial	West Industrial Section

Old Town Saticoy contains a mixture of commercial, residential and industrial areas that are separated by the Union Pacific Railroad line. The existing land use and zoning maps are included as Figures 2-3 and 2-4.

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<sup>3</sup> Median household income figures were rounded to the nearest \$1,000.

**Figure 2-1 Project Location Map**



**Figure 2-2 Project Boundary Map**



Although a substantial amount of underutilized land exists within the commercial and industrial areas of Saticoy, vacant land is limited to about 29 acres: (a) approximately 11 acres in Old Town, (b) approximately 6.9 acres in the South Industrial Section, and (c) approximately 11 acres in the West Industrial Section. Residential portions of Saticoy are essentially built-out, although pockets of underdeveloped land exist within the existing residential neighborhood. In addition, approximately eight (8) acres of vacant land is currently planned for residential use. The amount of land in each of the primary land use and zoning classifications are shown in Tables 2.4-1 and 2.4-2 below:

**Table 2.4-1 Existing Area Plan Designations**

<b>Existing Area Plan Designations</b>	
<b>Name</b>	<b>Acreage</b>
Residential, 2-Family	35.5
Commercial	10.02
Industrial	150.73
Community Facility	4.14
Agricultural	1.33
<b>Total Net Acreage</b>	<b>201.72</b>

**Table 2.4-2 Existing Zoning Classifications**

<b>Existing Zoning Classifications</b>	
<b>Name</b>	<b>Acreage</b>
Single Family Residential (R1 - 6,000)	3.94
Two Family Residential (R2-7,000)	35.7
Commercial Planned Development (CPD)	10.18
Industrial Park (M-1)	41.98
Limited Industrial (M-2)	88.3
General Industrial (M-3)	17.93
Open Space and Agriculture-Exclusive	3.69
<b>Total Net Acreage</b>	<b>201.72</b>

The acreage in the tables above is a parcel-based total. This is sometimes referred to as net acres. The land taken up by roads and rights-of-way totals an additional 39.04 acres. The gross acreage in the Saticoy community (i.e., parcels plus roads and ROW) totals 240.76 acres.

Figure 2-3 Existing Saticoy Area Plan Land Use Map

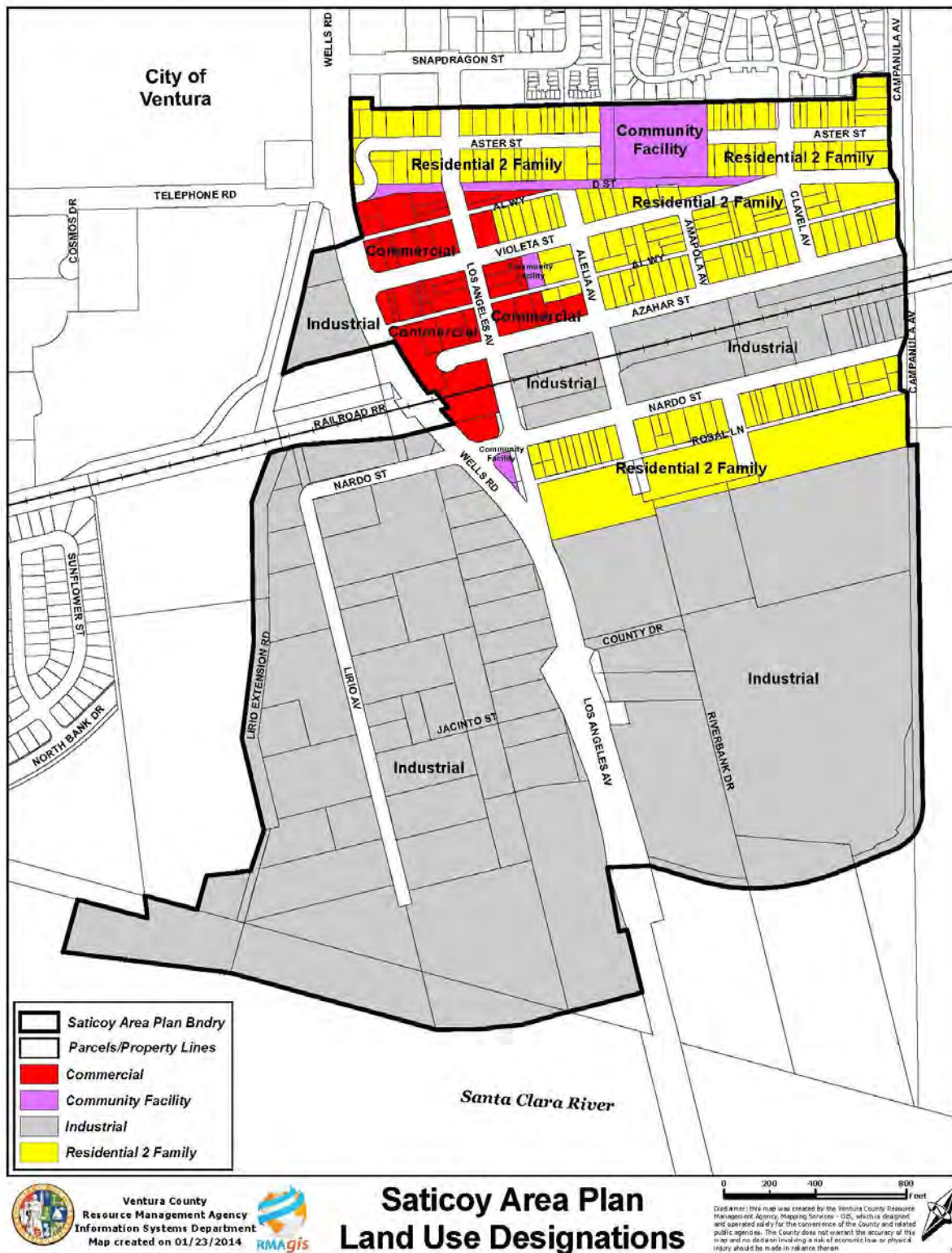




Figure 2-4 Existing Zoning Map

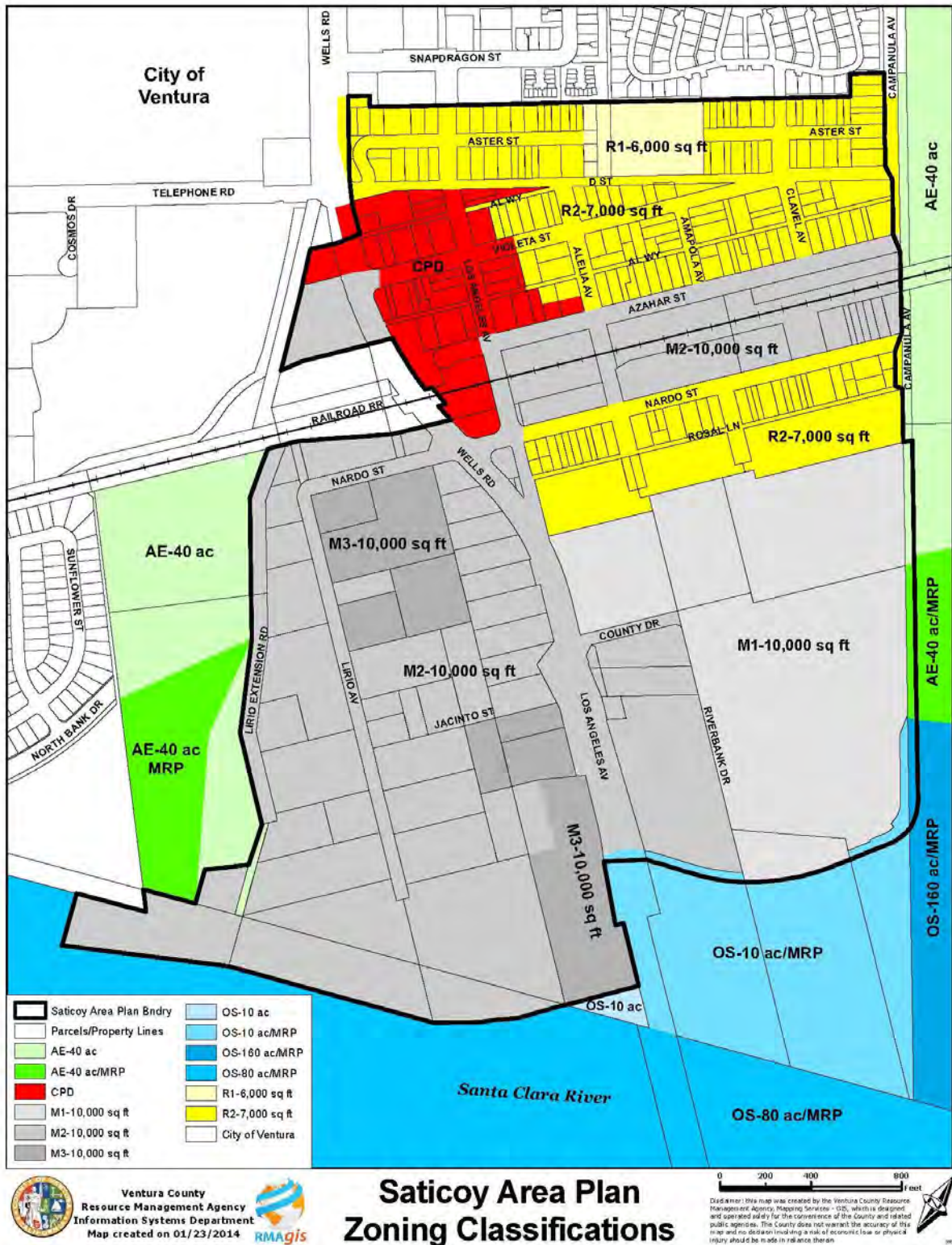


Figure 2-2 (Proposed Project Boundary Map) incorporates minor boundary adjustments that will be incorporated into a General Plan Amendment. Most of the proposed revisions were made to adjust the Area Plan boundary to parcel lines and City boundaries. ~~In addition, there is an adjustment that involves a small triangular-shaped piece of land (approximately 2 acres), at the southernmost edge of the West Industrial Section. It contains vacant land that is generally in a natural state, has a dedicated landscape easement, and is currently zoned M2. For the following reasons, this piece of land will be removed from the Area Plan boundary and re-zoned to Open Space – 80/MRP:~~

- ~~• The 2-acre piece of land is part of a much larger parcel (approximately 93 acres) zoned Open Space – 80/MRP and owned by United Water Conservation District, and the landowner is amenable to the proposed land use change.~~
- ~~• Consistent with good zoning practice, the proposed change would remove the split-zoning and establish a consistent land use designation/zoning on the parcel owned by the United Water Conservation District.~~
- ~~• Most of the United Water parcel extends into the Santa Clara River.~~
- ~~• The 2-acre piece is not within the City of Ventura Sphere of Influence.~~
- ~~• The 2-acre piece is located outside of the Saticoy Sanitary District boundary, and development of the property for most types of industrial use would therefore require a LAFCo-approved change to the district boundary.~~

~~While the removal of this land from the Area Plan may have a potentially positive impact on biological resources (due to the area’s proximity to the Santa Clara River), neither this boundary adjustment, nor the minor boundary adjustments made to conform to parcel and City boundaries are further evaluated as part of the Environmental Impact Report. Biological Resources were evaluated in the Initial Study (Appendix A) and potential impacts to biological resources were found to be less than significant. Taken together, these boundary adjustments total (1.28 acres) and will not create environmental impacts.~~

The provision of public services is evaluated as part of this project. Although future improvements to public services are anticipated and embodied in revisions to the Area Plan, the entities providing the public services are not expected to change.

Current service providers are as follows:

- Water – Ventura Water (City of Ventura’s water utility)
- Sewer – Saticoy Sanitary District
- Fire – Ventura County Fire Protection District
- Police – Ventura County Sheriff’s Department

A *Historic Resources Survey and Context* (Historic Resources Survey) was completed for this project (see Appendix D.1). The survey area included 311 assessor parcels and covered the entire Area Plan boundary. Several notable structures were identified:

- The Saticoy Southern Pacific Train Depot (built in 1887), the Farmers & Merchants Bank (built in 1911) and the Walnut Growers Association Warehouse (built in 1919) were found to be individually eligible for listing on the National Register of Historic Places. Two of these sites are County designated landmarks.

- Twenty-one other structures (a combination of residential dwellings, commercial buildings, and churches) were found to be potentially eligible for designation as Sites of Merit under the County’s local criteria.

## **2.5 PROJECT OBJECTIVES**

One of the primary objectives of this project is the economic revitalization of the Saticoy community. Additional project-level objectives include expanded affordable housing opportunities and the development of a safe, sustainable, and visually pleasant community. Key features of the project that are designed to help meet these project objectives include infrastructure improvements, revisions to the land use and circulation patterns, updated goals/policies/programs, and customized zoning for Old Town Saticoy. The proposed Area Plan and Zoning changes will affect future land use patterns and the physical character of future private and public development over the next twenty-year period.

Specific project-level goals and objectives are described in the following sections.

### **2.5.1 Economic Revitalization**

Historically, Saticoy was an important community center within Ventura County, but today it lacks economic and social vitality. The community is burdened by high commercial vacancies, crumbling infrastructure, poor roadway connectivity, and a shortage of affordable housing. In addition, when SR 118 was constructed through the community, Saticoy was effectively cut off from surrounding employment centers, schools, and commercial uses and its Town Center declined.

One primary project objective is to identify the optimal land use configuration to accomplish economic revitalization in Saticoy. For example, the location, type and volume of residential, commercial and industrial development within the proposed land use plan for Saticoy was designed to match market potential, employment generating land uses, and the skill sets of Saticoy residents. In addition, the mixed use zone provides future flexibility for landowners, and the use matrix is designed to suit the needs of local businesses.

### **2.5.2 Health and Wellness/Sustainable Community Development**

Several other project-level objectives are related to health, wellness, safety and environmental sustainability:

- Improve multimodal transportation (i.e. walking, bicycling, transit, etc.) and reduce reliance on automobiles;
- Improve human health (safe walking and bicycling, reduced air pollution);
- Incorporate development and building techniques to protect groundwater and air quality;
- Ensure an adequate inventory of affordable housing; and
- Create land uses that meet the needs of residents and businesses.

The emphasis on sustainability is incorporated into the proposed project as part of the mobility maps, land use and zoning maps, revised goals and policies, and the proposed revisions to the development code.

### **2.5.3 Improved Housing Opportunities**

Saticoy is classified as an economically disadvantaged community. Therefore, ensuring an adequate housing inventory that is affordable for lower-income households is a project objective. The Saticoy Area Plan includes proposed land use and zoning plans that encourage the construction of new, appropriate housing types for this community. Specific proposals to help to meet this objective include:

- Create a “Residential/Mixed Use” zone and apply that zone to vacant or underutilized land to provide land available for the construction multi-family housing (or multi-use development that includes such housing);
- Expand opportunities for the construction of duplex, triplex, and quadplex units on appropriately sized lots located within existing residential areas;
- Promote an appropriate ratio between jobs and housing within Saticoy and the nearby surrounding area; and
- Develop standards for residential development that result in well-designed structures and residential neighborhoods.

The Proposed Project includes the reclassification of land with existing residential development along Nardo Street from residential to industrial. Although the reclassification is likely to result in the eventual transition of this area from residential to industrial use, this strip of residential development would otherwise be left isolated within an industrial area. An isolated strip of residential development, surrounded by industrial use, is not considered good planning practice because residential and industrial use are considered incompatible uses. Also, the Proposed Project would result in the replacement of the existing housing with new construction on vacant or underutilized land located in a more appropriate location within Old Town Saticoy. Finally, substantial new residential development is planned nearby within the City of Ventura.

### **2.5.4 Improved Infrastructure Systems**

Saticoy faces infrastructure challenges, including aging sewer pipes, sewage plant capacity limitations, a general lack of streetlights, limited access to water for new development, and a street network that creates mobility challenges for vehicles, pedestrians and bicyclists. The planning process has included substantial coordination between the Planning Division and community stakeholders, the County’s Public Works Agency, and the City of Ventura to identify necessary infrastructure improvements that will be upgraded over time, through public action or as part of private development.

## **2.6 PROJECT COMPONENTS**

Two project components are evaluated as part of the environmental review: revisions to the Area Plan and creation of a new Development Code for Old Town Saticoy.

### **2.6.1 Area Plan Revisions**

The project elements related to the Area Plan are described below.

- Goals, Policies and Programs
- Land Use Classification Map
- Vehicular and Multimodal Mobility Maps, including revised road classifications

- Old Town Saticoy Design Guidelines
- Revised text, format and graphics

The project also includes a Technical Appendix to the Saticoy Area Plan describing existing conditions (base year 2014).

### 2.6.1.1 Draft Goals, Policies, and Actions

The proposed Saticoy Area Plan update include revisions to goals, policies, and actions that are intended to guide future growth and development in the community. Table 2.6-1 below shows the proposed organization for these revisions:

**Table 2.6-1 Area Plan Organization**

Section	Topics Covered
1.0 - Land Use	Residential, commercial, and industrial land use; land use issues associated with cultural resources and community facilities (e.g. parks and community services)
2.0 - Mobility	Vehicular transportation and circulation map; Multimodal transportation and circulation map; Multimodal classifications (roads, bicycle routes, trails) and street sections
3.0 - Resources	Air quality, biological resources and visual resources
4.0 - Public Facilities	Water supply, water conservation, stormwater management, wastewater management, government coordination, and public participation in governance
5.0 - Hazards	Flood and fire

The County’s existing *General Plan – Goals, Policies, and Programs* document contains the same topics but with some different titles and a slightly different order. It is important to note that the updated Saticoy Area Plan will likely exclude some subject areas (e.g. law enforcement, education) because they are adequately covered in the County’s General Plan.

### 2.6.1.2 Land Use Maps

Table 2.6-2 shows the proposed land use maps contain the following Area Plan land use designations and zoning classifications:

**Table 2.6-2 Proposed Land Use Designations and Zoning Classifications**

Land Use Designations	Zoning Classifications
Commercial (C)	Old Town Saticoy
Mixed Use (MU)	Residential/Mixed Use (RMU)
Residential (RES)	Residential (RES)
Industrial (IND)	Town Center (TC) Industrial Park (M-1)

Land Use Designations	Zoning Classifications
	Limited Industrial (M-2) General Industrial (M-3)

The Mixed Use land use designation is the only new designation being proposed as part of this project. It is intended to allow for a mix of residential and commercial land uses, with an emphasis on higher-density housing. The other three land use designations – commercial, residential and industrial – already exist within the Area Plan. New zoning classifications were also created for Old Town Saticoy, and those include Town Center (TC), Residential/Mixed Use (R/MU), Residential (RES), and Light Industrial (IND) zones. However, the existing zoning M-1, M-2, and M-3 zoning classifications (i.e. industrial zones) will continue to be used outside Old Town Saticoy.

The existing “Community Facility” land use designation is being proposed for deletion, and areas that currently have the “community facility designation (e.g. Saticoy Park and Saticoy Community Center) would be replaced by the underlying designation of the parcel where the community facility is located. This zoning change would not affect the Saticoy Park and Community Center, as existing and future community facilities would be allowed within the Residential (RES) zone. There are four locations within the existing Area Plan that have a Community Facility land use designation: Saticoy Park, the Saticoy Community Center, the Saticoy Drain, and a small parcel near the intersection of Nardo Street and Los Angeles Avenue (L.A. Avenue), which is the site of an industrial business that has been operating with an approved Planned Development Permit for almost 10 years. Internal Planning Division records show that this last parcel was erroneously designated as Community Facility, due to a mapping error, and the intended land use designation was industrial. The proposed land use plan re-designates this parcel as Mixed Use. The remaining community facilities (Saticoy Park, Saticoy Drain, and the Community Center) would be re-designated Residential. All existing community facilities would remain as permitted uses within the new Residential land use designation. Future community facilities would be regulated through zoning, and the Use Matrix will identify what types of community facilities are permitted in each zone.

### 2.6.1.3 Land Use Alternatives

Four land use alternatives were developed and reviewed by the Ventura County Planning Commission on March 6, 2014. Of these alternatives, the Planning Commission selected a preferred alternative, which is now part of the Proposed Project. The preferred alternative is shown as Figures 2-5 and 2-6, which depict land use designations and zoning classifications respectively. These two maps are referred to the Proposed Area Plan throughout the remainder of this report. The three remaining zoning maps reviewed by the Planning Commission will be evaluated as project alternatives (See Section 5.0). As needed, other project alternatives may be developed during the environmental review process to define alternatives that reduce potentially significant impacts while meeting project objectives.

In addition to the project-level objectives discussed above, the Proposed Project Land Use Plan is intended to satisfy the land use objectives described below:

- Town Center: Create an appropriately sized and well-located commercial area, located primarily along Los Angeles Avenue, that fulfills many of the basic, daily needs of local residents and that provides small-scale business opportunities for local residents. Commercial land located at key entry points into the community should be designed as a “gateway” into the Saticoy community.
- Affordable Housing: Facilitate the development of affordable housing and locate new, multi-family housing in close proximity to the commercial center.
- Land Use Incompatibilities: Resolve long-standing land use incompatibilities between existing residential development located south of Nardo Street and nearby industrial development.
- Vacant Land: Identify appropriate land uses on the eight acres of vacant land that was subject to the Board-approved GPA pre-screening in 2010.
- Market Study: Incorporate recommendations from the *Market Study for the Saticoy Community* (Market Study), regarding the best mix of industrial, commercial, and residential uses to produce economically sustainable development and improved job opportunities for local residents.
- Existing Uses: To the extent feasible or warranted, minimize the disruption of existing uses and retain/enhance the existing residential neighborhood located north of the railroad tracks.
- Industrial Use / Rail Line: Incorporate opportunities for rail-dependent industrial use adjacent to the rail line into land use plans.
- Historic Resources: Consider recommendations from the historic property survey and identify appropriate adaptive reuse options for historic properties that provides an incentive for preservation and revitalization of the historic resource.
- Mixed Use Zone: Fulfill a grant commitment to develop a mixed use zone that allows for a flexible mix of residential and commercial development.
- Consistency with City’s Community Plan: Provide sufficient consistency between the County’s Area Plan and the City’s Saticoy & Wells Community Plan.

Figure 2-5 - Proposed Area Plan Land Use Designations

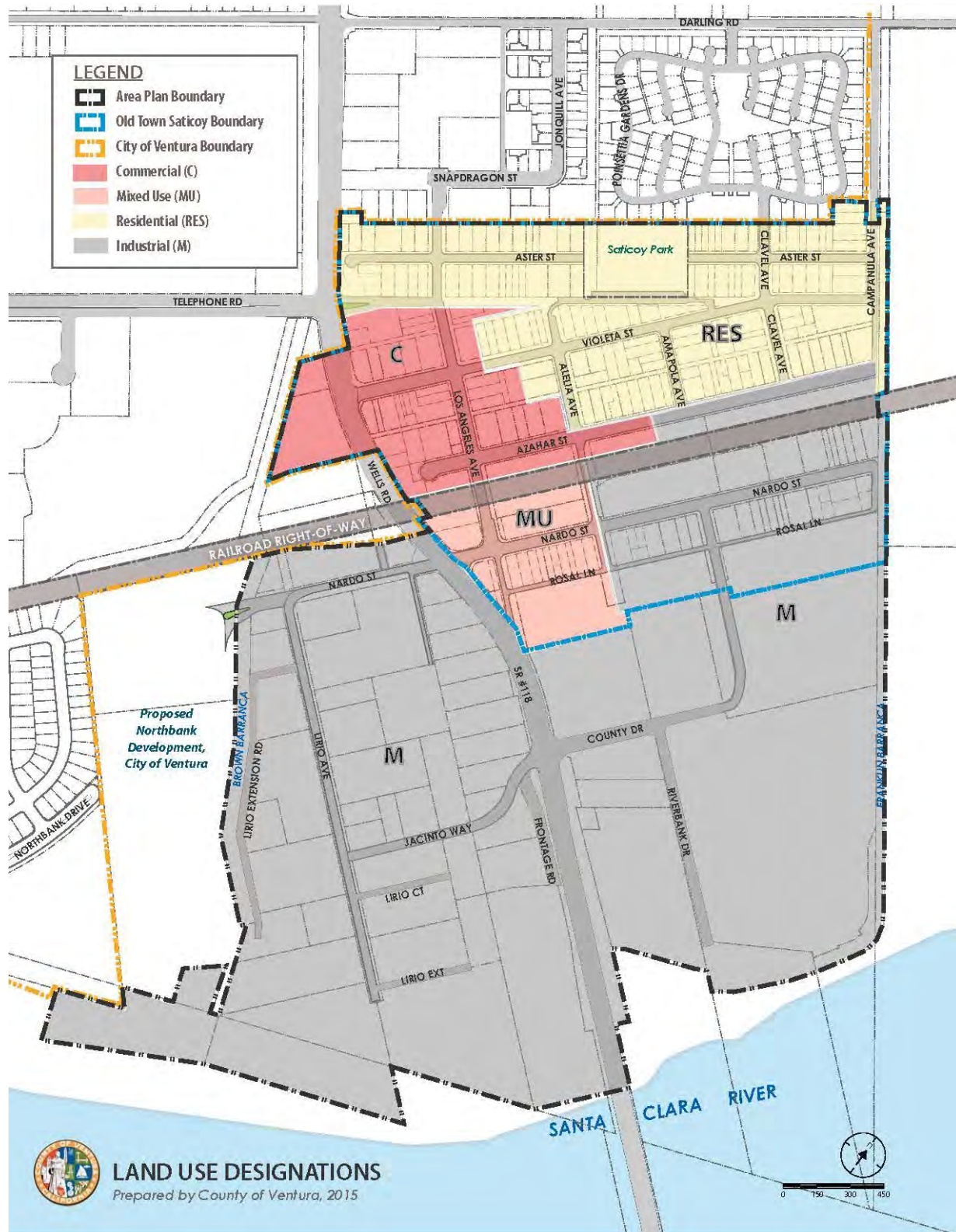
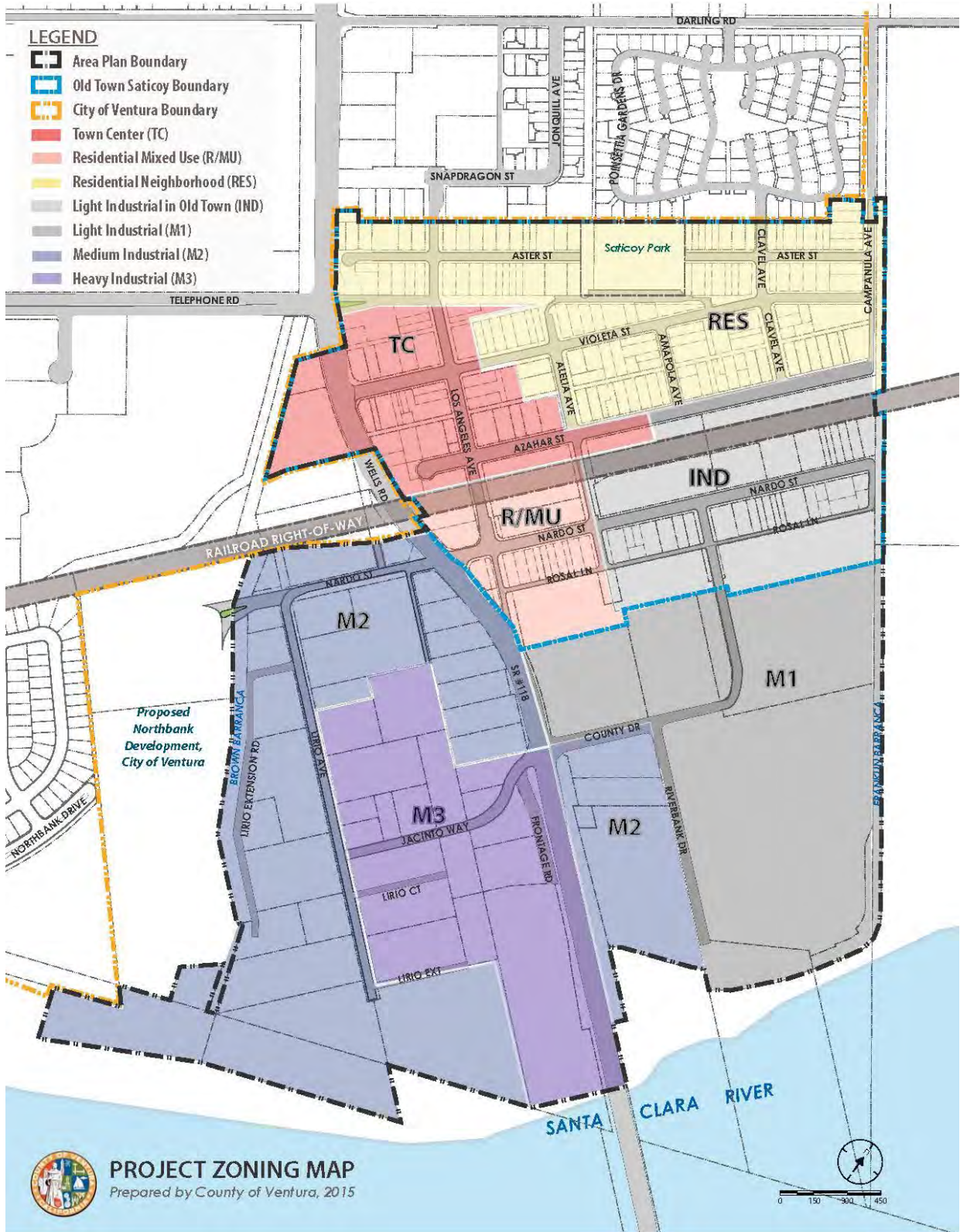




Figure 2-6 - Proposed Zoning Classifications



#### 2.6.1.4 Proposed Project Land Use Plan

The Proposed Project Land Use Plan is defined by its land use designations and its zoning classifications. Both are combined and described below:

- a. *Commercial Land Use / Town Center (TC) Zone:* Commercial use would continue to form the historical core of Old Town Saticoy, and the proposed Development Code would require a “main street” style of retail/commercial development along Los Angeles Avenue (L.A. Avenue) north of the railroad to the Saticoy Drain at the intersection of Telephone Road and Wells Road. Commercial uses would be located at a key intersection (Telephone Road extension, Los Angeles Avenue) located at the north end of Old Town Saticoy, which was identified by a marketing study as the prime opportunity site for commercial development within Saticoy.
- b. *Mixed Use Land Use / Residential Mixed Use (R/MU) Zone:* The Land Use Plan provides a R/MU district adjacent to and south of the railroad, which is currently planned for industrial and residential use. This district would be located at a key entry point into Saticoy for residents/visitors using the south entrance to Saticoy on L.A. Avenue. The R/MU zone would allow ground-floor retail development along L.A. Avenue, would require commercial development on corner locations on L.A. Avenue, and require residential development elsewhere within the district.

The R/MU zone would locate higher-density dwellings adjacent to the Town Center, which is expected to reduce vehicular use and provide economic support to the retail/commercial development within the Town Center. However, the juxtaposition of new, high-density residential use next to industrial use can create potential land use conflicts. These conflicts would be minimized by the Use Matrix and Development Code, which reduce potential impacts by limiting the type of industrial use and by using streets, landscape, and parking buffers between residential and industrial uses. Specifically, the R/MU zone is proposed for the following two areas:

- *GPA Applicant Parcel:* One of the vacant parcels owned by one of the GPA applicants would be reclassified from residential to R/MU. This would allow a combination of commercial and higher-density residential use. The commercial use is consistent with landowner preferences and prior Board direction.
  - *Existing Residential (Nardo Street):* The existing strip of residential use along Nardo Street would be rezoned to R/MU (west of Alelia) or IND (east of Alelia). As a result, some higher intensity residential use could be developed within the existing residential area. On an interim basis, some land use conflicts are anticipated between residential and industrial use. Conflicts should be reduced, however, through the following: (a) Old Town Saticoy Development Code which includes a use matrix and development standards that would help ensure compatibility between existing and new development, and (b) the application of a Light Industrial zone (IND), which would limit the intensity of industrial development.
- c. *Industrial (IND, M1, M2 and M3):* A limited expansion of the General Industrial use (M3) area is planned for the West Industrial Section of Saticoy. Within Old Town Saticoy,

a new “Light Industrial” (IND) use is proposed for the locations listed below. IND uses will be similar to the existing Industrial Park (M1) uses, which will still exist in the South Industrial Section of Saticoy, but development within the zone will be subject to the Old Town Saticoy Development Code, which does not include all types of industrial use allowed by M1 and allows more mixed use (i.e. commercial use) than is allowed by the M1 zone.

- *GPA Applicant Parcels:* Three of the mostly vacant parcels would change from medium-density residential to Light Industrial (IND).
  - *Existing Residential (Nardo Street):* Existing use along Nardo (east of Alelia Street to Campanula Ave.) is proposed for reclassification to Light Industrial (IND).
  - *Existing Industrial along the railroad:* The majority of existing Limited Industrial (M2) zones north and south of the railroad would change to Light Industrial (IND), which is similar to the M1 zone. This zoning would allow industrial use to continue along most parcels located adjacent to the railroad, consistent with preferences identified by the Ventura County Transportation Commission (VCTC), but the change from M2 to Light Industrial is expected to reduce potential use conflicts between this industrial area and surrounding residential development when compared to existing conditions. A portion of the property zoned M2 along the railroad (including the parcel with the Saticoy train depot as well as other existing industrial businesses) would be rezoned from M2 to Town Center (TC) or Residential Mixed Use (R/MU).
  - *West Industrial Section:* A modest expansion of the General Industrial (M3) area is proposed, as approximately nine acres would be rezoned from M2 to M3. The purpose of this proposed rezone is to provide a more cohesive M3 industrial district and to provide more flexibility to develop different types of industrial use.
- d. *Residential Land Use/RES zone:* The majority of the land currently designated Residential and zoned R1 and R2 would remain residential and would be zoned RES. As further described below in the discussion regarding the Development Code, potential development densities would increase on larger lots within the RES zone because triplex units would be permitted on 7,500 SF lots and quadplex dwellings would be permitted on 8,000 SF lots. Single-family and duplex residential dwellings would continue to be allowed on all lots, and the minimum lot size for such units would remain 7,000SF.

## **2.6.2 Mobility Maps**

Several objectives related to community revitalization and sustainability are linked to mobility improvements. Two Mobility Maps (one showing vehicular improvements and one showing multimodal improvements) were developed to address the existing mobility barriers summarized below. These maps were presented to the Planning Commission on March 6, 2014. Figures 2-7 and 2-8 include the proposed vehicular and multimodal mobility improvements recommended by the Planning Commission that are now included in the Proposed Project.

Since the Planning Commission hearing, Planning Division staff was informed that a residential development project proposed by the City of Ventura (i.e., Northbank Ventures Development) would not include a planned extension of Nardo Street west to North Bank Drive within the City of Ventura. Both the City's existing Saticoy/Wells Community Plan as well as the County's existing Saticoy Area Plan show this road connection from the County, across the Brown Barranca and into the City of Ventura at the Northbank Ventures Development site. At this time, however, it is unclear whether the City will adopt the project as proposed (i.e., without the road connection) and whether LAFCo will approve the subsequent annexation. In either case, the City has a Saticoy Area development fee program (CIDS) that is intended to fund the extension of North Bank Drive to Nardo Street. According to City documents, any development along North Bank Drive will contribute to this fee program and the City will build the connection. The North Bank Drive / Nardo Street connection was therefore retained on the Saticoy Area Plan Mobility Map to provide consistency with the City of Ventura's Saticoy/Wells Community Plan. Inclusion of this road connection is also consistent with Mobility Objectives, as it would provide an alternate route for City residents to SR 118. However, because the CIDS program is based on an outdated (1996) cost estimate, it is not clear that the City will have adequate funds to build this new road connection. To address this situation, traffic studies prepared for the Proposed Project include a Mobility Map alternative that does not include the western extension of Nardo Street to North Bank Drive. That alternative will be analyzed during the environmental review process.

The Proposed Mobility Map includes two primary types of roads: Regional and Local. Some private roads are also shown on the map for informational purposes only. The only Regional Road within the Saticoy Area Plan boundary is SR 118. All other roads, with the exception of the private roads and alleys, are considered "Local Roads." The private roads include Jacinto Way, Lirio Extension Road, Lirio Court (all in the West Industrial Section), and the road south of Rosal Lane linking to County Drive (in the South Industrial Section).

Alleys in Saticoy are privately owned and maintained, but provide public access. These alleys were part of the 1906 Tract Maps for Saticoy, and they remain in Old Town Saticoy - primarily within the Town Center (TC) and Residential (RES) zones. A new classification for these alleys is proposed for the Saticoy Area Plan, as public use of alleys is intended to provide vehicular ingress and egress within the Town Center and will provide access to service vehicles and parking lots located behind commercial buildings. As noted, none of the private roads or alleys are maintained by the County. With the exception of private roads, all roads shown on the Mobility Map must be incorporated into future development projects located within Saticoy, as a General Plan Amendment (GPA) would be required to eliminate Regional or Local roads from the Mobility Map.

In addition to the roads depicted on the Mobility Map, there are roads and road segments that appear on Saticoy tract maps from 1906 and 1928 but were never built or were previously removed by development. More detailed information about these tract maps is available in the *Background Evaluation and Technical Report* (Background Report) (Appendix E, Section 1.2 Existing Physical Conditions).

### 2.6.2.1 Existing Barriers

Saticoy was built upon a traditional street grid, but today the community faces an array of mobility barriers, including the following:

- *Poor connectivity between Saticoy and the City of Ventura*, including the lack of safe or direct connections between LA Ave. and Telephone Road.
- *Poor connections between Saticoy and regional roads*, including the lack of safe connections to/from the northern portion of Old Town Saticoy and Wells Road (SR 118). In addition, there is limited circulation to/from the West Industrial Section and Wells Road, which limits the type and intensity of industrial development.
- *Poor connectivity within the Saticoy community*, including severely limited vehicular and pedestrian access to Saticoy. The railroad line also creates a significant barrier to north/south circulation patterns in Saticoy, but increased connectivity is unlikely due to state/federal restrictions.
- *Lack of pedestrian, bicycle and transit facilities*. Saticoy generally lacks sidewalks and other pedestrian facilities. The local trail and bicycle network is also severely limited, and transit service in the west industrial section is nonexistent.

Many of these circulation issues are longstanding and were identified in prior Area Plan revisions, most notably, the 1989 EIR written for the 1990 Area Plan revision.

### 2.6.2.2 Mobility Objectives

Several changes to vehicular or multi-modal mobility were integrated into the Mobility Maps to reduce mobility barriers, improve circulation within Saticoy, and address the following objectives:

- Improved connections between Saticoy and the City of Ventura;
- New east/west and north/south connections within the Saticoy community;
- Basic pedestrian, bicycle and transit facilities throughout Old Town Saticoy and along key road connections within the east and west industrial areas; and
- Adequate, safe connections between local and regional roads.

### 2.6.2.3 Proposed Changes to the Road Network (Vehicular Mobility)

Proposed improvements to the road network are briefly summarized below. Many of the road connections proposed for this Area Plan update were included in the Saticoy Area Plan revisions approved in 1990, but were never implemented (see Figure 2-9). Because they remain critical to the future revitalization of Saticoy, they are carried forward as part of the project description. Previously approved road connections are indicated below with an (\*).

- **Road connection from Telephone Road to L.A. Avenue:** This new road would create a primary entry point into the Saticoy community from Telephone Road. Establishing this access will create a more direct entry into the community at a signalized intersection. This improvement also calls for eliminating the “S-curve”, which would be replaced by a cul-de-sac at Aster Street (similar to the existing Saticoy Area Plan).

- **Complete north/south link from L.A. Avenue to Snapdragon Street (\*):** This improvement would provide a necessary north/south connection to the adjacent developments in the City, and it would enhance the success of future commercial and retail development in Old Town Saticoy. This connection would also complement the planned north/south extension of L.A. Avenue to Darling Road within the City of Ventura. Currently, however, there are no existing development plans for that area, (referred to as Growth Area 10 by the City of Ventura), and future timing is unknown.

Figure 2-7 - Proposed Road Classifications Map

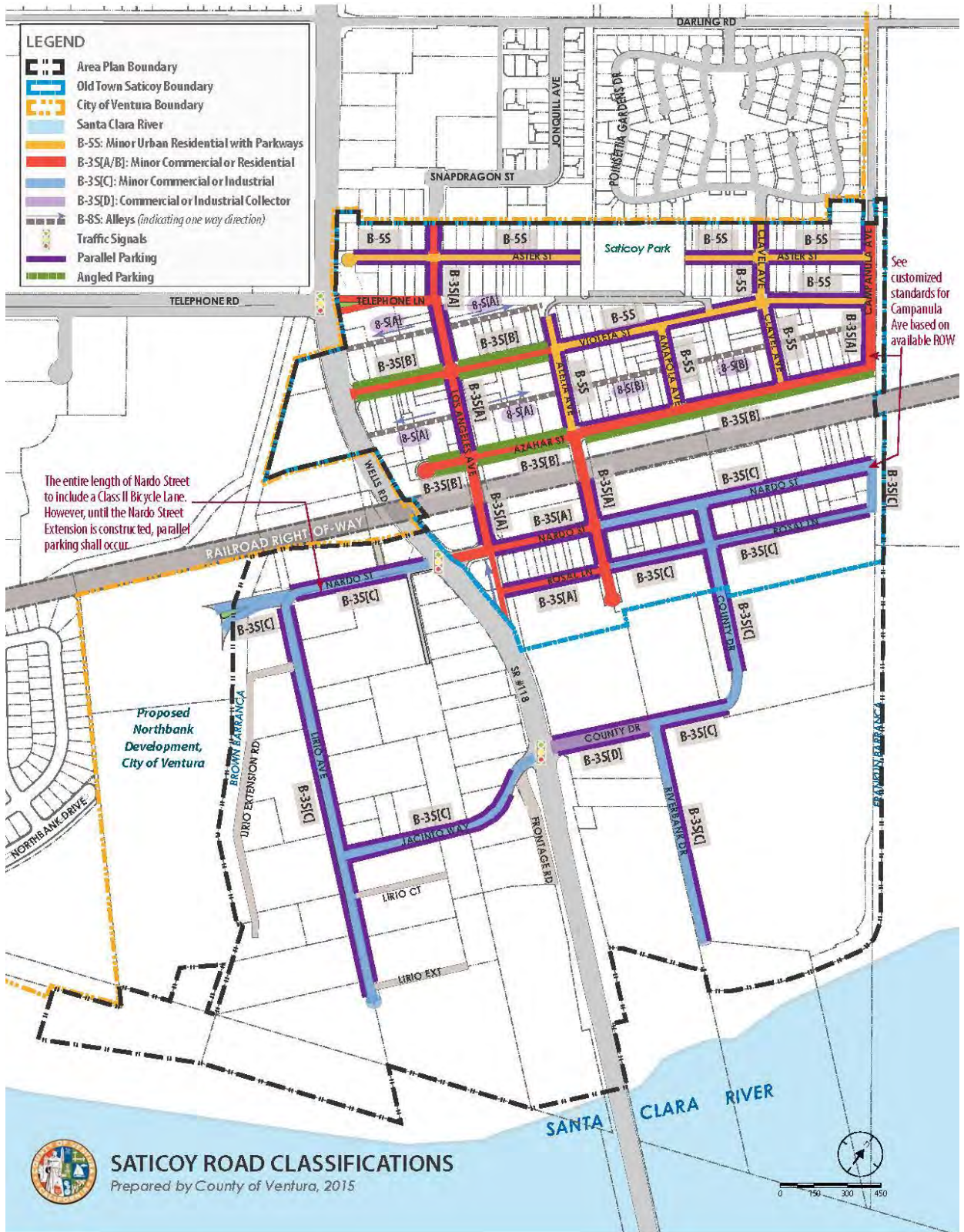
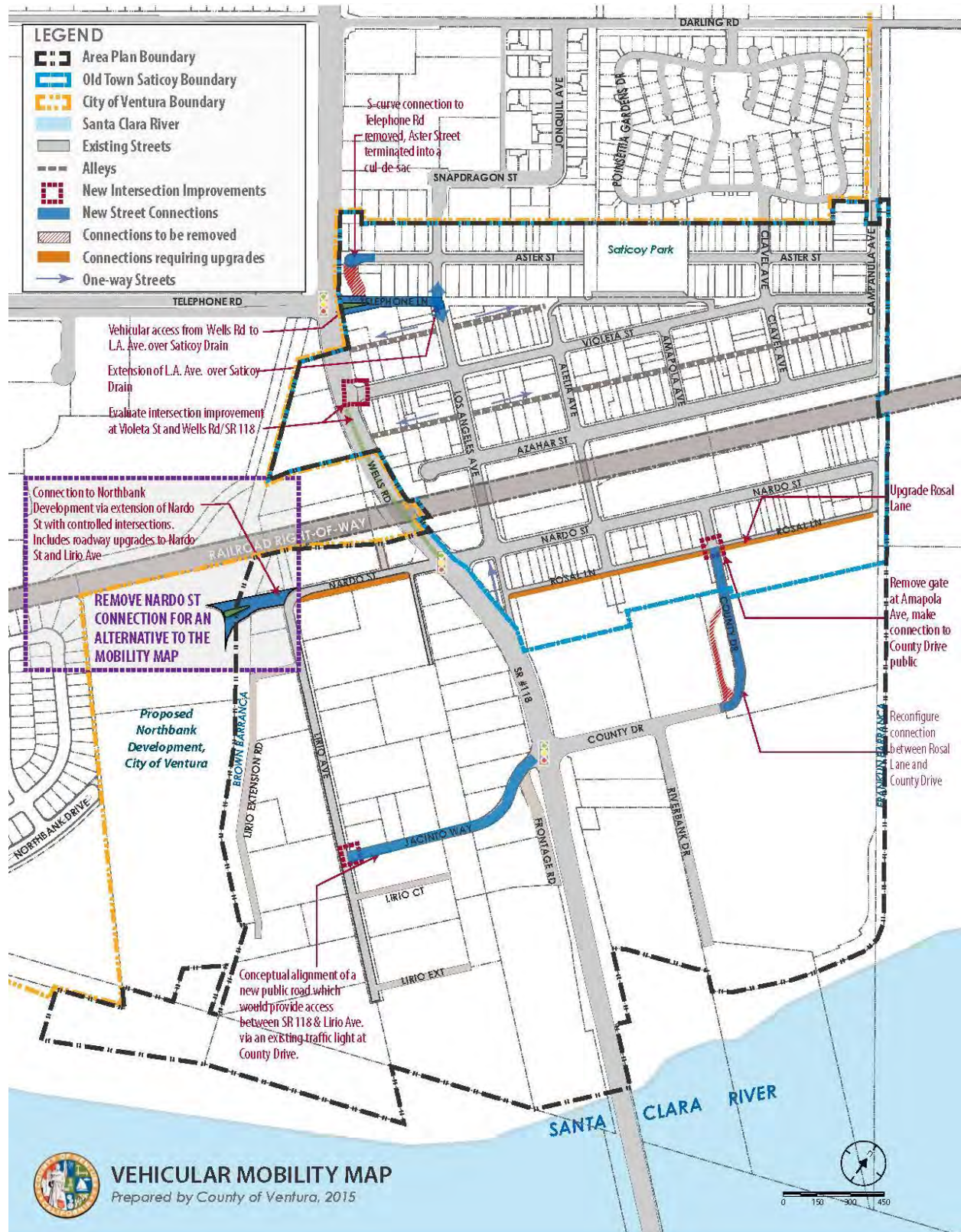


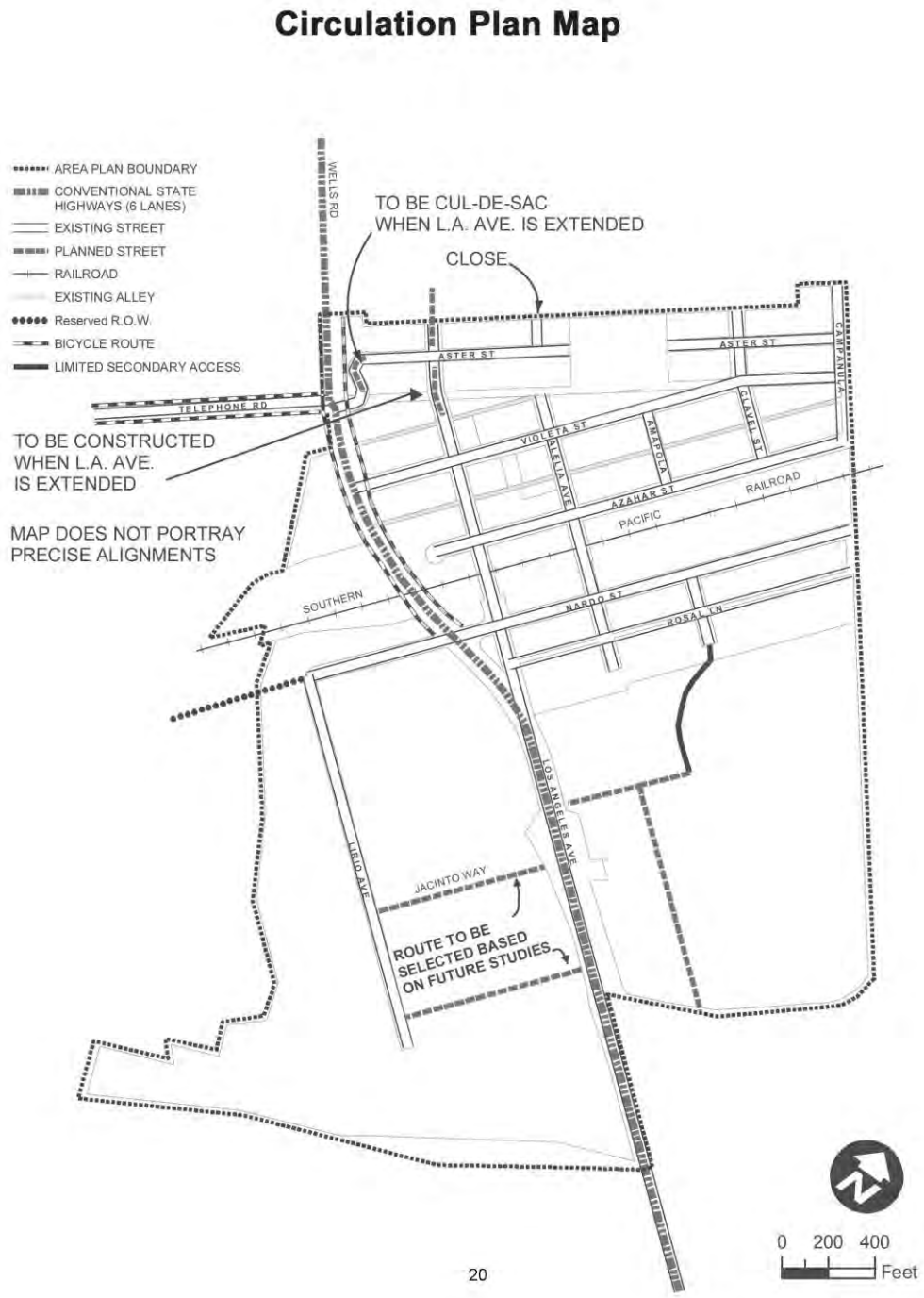
Figure 2-8 - Proposed Vehicular Mobility Map





- **East/west road connecting Lirio Avenue and SR 118 (\*).** This new road would provide a direct link from Lirio Avenue to SR 118, as identified in the existing Saticoy Area Plan (Figure 2-9). Currently, only Lirio Avenue provides access to/from Saticoy's West Industrial Section, which effectively creates a very long cul-de-sac (approximately 1,800 feet long) and limits new or expanded industrial development for businesses that rely on access from the southern portion of Lirio Avenue. Today, the Ventura County Fire Department will not allow intensified land use without a second access road. This road, which was identified by the recent Market Study (Appendix C) as a key ingredient to the intensification of use within the West Industrial Section, would serve as both a public access road and as a secondary access road (fire access) for properties located at the southern portion of Lirio Avenue.
- **Nardo St. road extension west of Lirio Avenue connecting to City (\*).** Connecting Nardo Street to Northbank Drive would provide an important connection between the City and the unincorporated County and is also included in the City's Saticoy & Wells Community Plan. It was anticipated that this road would be constructed by private developers. However, as described previously, it appears that the City of Ventura will instead rely on its existing Saticoy Area fee (CIDS) program to build the extension.
- **Public Road Connection between County Drive and Nardo Street.** Another important north/south connection is the extension of County Drive to Nardo Street, which is needed to accommodate future development south of the railroad right-of-way, including the development of the vacant parcels along Rosal Lane. An existing private road (about 700 ft. long) is located between County Drive and Rosal Lane and that road would need to be improved to public road standards.
- **Upgrade Rosal Lane to public road standards:** This improvement is necessary to provide adequate access to future industrial development on the vacant parcels in Old Town Saticoy.
- **Intersection Improvements at Violeta Street and L.A. Avenue:** Violeta Street and L.A. Avenue form one of the primary intersections in the Old Town Saticoy, but it is difficult to enter and exit Old Town, especially during peak hours. This problem will be alleviated once Telephone Road is extended to L.A. Avenue.

Figure 2-9 - Current Saticoy Area Plan Circulation Map



#### 2.6.2.4 Proposed Multimodal Improvements

Proposed multimodal improvements focus on the needs of pedestrians, bicyclists, and transit riders and are listed below and illustrated in Exhibit C-3b.

- **Establish a pedestrian connection to Saticoy Park along the Saticoy Drain.** A linear park for pedestrians and bicycles, located along the Saticoy Drain from L.A. Ave. east to Saticoy Park, would allow for improved pedestrian access to the Park. Pedestrian access is especially important at this location because creating additional automobile access appears to be infeasible.
- **Sidewalk and pedestrian facilities.** New development within Old Town Saticoy will be required to provide sidewalks and pedestrian amenities, including street trees and lighting, within all parkways on public streets. A minimum 10 foot wide parkway is required within Old Town Saticoy, and a wider (10-12 foot) parkway is required (when feasible) to accommodate pedestrian facilities within the Town Center and Residential Mixed Use zones. Sidewalks will also be required along public streets outside Old Town (i.e. within industrial areas) ~~but in most industrial areas sidewalks will only be required on one side of the street in order to allow for bicycle facilities, street parking, or adequate travel lanes for trucks.~~ Exceptions are identified within the Area Plan for key pedestrian linkages within the industrial areas.
- **Transit Route in Western Industrial Area:** Currently, there is no transit service that conveniently serves the West Industrial Area and existing bus stops are not conveniently located. To address this, Gold Coast Transit has proposed adding additional stops along SR 118 between Nardo Street and County Drive. This would improve access to transit for both the West Industrial and South Industrial Sections of the community.
- **Bicycle Path/Trail:** Proposed improvements include bicycle routes identified on multimodal maps prepared by the City and the Ventura County Transportation Commission. The most notable is the Class I Bike Path planned for the railroad right-of way, referred to as the Santa Paula Branch Line Recreational Trail, and the City's planned recreational trail along the Santa Clara River, which would be augmented by a Class III Bike Route connection at Riverbank Drive. The City has also recommended a Class II Bike Lane connecting North Bank Drive to SR 118, which has been included in the proposed mobility network. Class III Bike Routes are planned for most public streets within Old Town.

#### 2.6.2.5 Existing and Proposed Road Classifications

The existing road classifications within Saticoy are identified in Table 2.6-3.

**Table 2.6-3 - Existing Saticoy Road Classifications**

Road Type	Plate No.	Capacity (ADT)	Design Speed (mph)	Min. ROW	No. of Travel Lanes	Parking	Saticoy Example
Collector Residential	B-5 [A]	See Plate*	30	53'	2 lanes 12' each	Parallel	Violeta St. in the Town Center
Minor Residential	B-5 [B]	See Plate*	25	49'	2 lanes 10' each	Parallel	Existing residential neighborhood, (e.g., Aster St, Clavel Ave, etc.)
Commercial / Industrial (Collector)	B-3 [C]	16,000	40	68'	3 lanes 12' each	Parallel	County Dr. in South Industrial Area
Minor Commercial /Industrial	B-3 [D]	8,000	30	60'	2 lanes 12' each	Parallel	Los Angeles Ave. in Town Center
Highway	N/A				4 lanes, continuous/ intermittent	None	SR 118/Wells Road

\* Road classifications are based on the County's Road Standards and are available from the Public Works Agency.

The Proposed Project includes updated road classifications for Saticoy. These classifications define additional options for on-street parking (i.e. angled parking, parking restrictions or no parking). In addition, the Proposed Project defines multimodal road requirements for road classifications within the Saticoy Area Plan. Multimodal requirements include bicycle lanes and pedestrian facilities and amenities. Pedestrian facilities and amenities are typically located within the “parkway” section of the roadway (the parkway is located outside the travel lanes and parking area, and it typically includes land between the curb and property line). Street sections were developed and included in the updated Saticoy Area Plan.

Initial analysis indicates that the available right-of-way for existing public roads in Saticoy will accommodate the necessary travel lanes and planned parking configurations for the proposed road network. However, changes to existing road classifications will be limited to those necessary to accommodate the following: (a) dedicated turn lanes at key intersections, (b) angled parking within the commercial Town Center, and (c) multimodal components of the road network (i.e. sidewalks, pedestrian amenities, and bike facilities).

Figures 2-7 and 2-8 provide a summary of proposed changes to the Mobility network (vehicular and multimodal). Table 2.6-4 below identifies the proposed road classifications developed for the Saticoy Area Plan. In addition, Figure 2-7 illustrates the proposed location for each of the four major road types, with their descriptions provided below.

### **County Maintained Public Roads:**

**Minor Urban Residential Roads with Parkways (Plate B-5S)** – This road classification is built upon the current Minor Residential road standard (see Table 1, Plate B-5[B]). This road type has a 56-foot wide right-of-way and is located within Saticoy’s existing residential neighborhood. This classification is a two-way road and retains the relatively narrow (10 foot wide) travel lanes for the residential streets, parallel on-street parking, and a 10-foot wide parkway with sidewalks.

**Minor Commercial or Residential (Plate B-3S (A))** – This road classification is built upon the current Minor Commercial/Industrial road standard (see Table 2.6-3, Plate B-3[D]), and it is used primarily within Saticoy’s Town Center (TC) and Residential/Mixed Use (R/MU) zones. This is a two-way road with 12-foot wide travel lanes; parallel, on-street parking located within the shoulder; and 12-foot wide parkways that accommodate extra-wide walkways and pedestrian amenities (e.g., wider sidewalk, landscaping, and benches). A customized version of this road is also defined for Campanula Street, where a reduced shoulder and a parking restriction is allowed on the eastern side of the road (adjacent to the Franklin Barranca).

**Minor Commercial or Residential with Angled Parking (Plate B-3S (B))**. This road classification includes one subtype, which is used within (or adjacent to) the Town Center (TC) zone to expand parking capacity for commercial or light industrial businesses. This subtype includes angled parking on one or both sides of the road (see Figure 2-7), and a slightly smaller, 11-foot wide parkway for pedestrian walkways and amenities.

**Minor Commercial or Industrial (Plate B-3S (C))** – This road classification is the same as the current standard (see Table 2.6-3, Plate B-3[D]). As shown in Figure 2-7, it would primarily be used in the South and West Industrial areas. This is a two-way road with a 60-foot wide right-of-way; relatively wide, 12-foot wide travel lanes; two, 8-foot wide shoulders for parallel on-street parking; and two, 10-foot wide parkways with pedestrian walkways. A customized version of this road classification is defined for Nardo Street (west of SR-118 only), where limited rights-of-way do not provide adequate space for both on-street parking and a bicycle lane.

**Commercial or Industrial Collector (Plate B-3S (D))** – This road classification is the same as the current standard (see Table 2.6-3, Plate B-3[C]). As shown in Figure 2-7, this road classification would be located in high-traffic areas within Saticoy’s industrial district. This is a two-way road with an additional continuous, central turn lane. The right-of-way is 68 feet, and it includes three, 12-foot wide travel lanes; paved shoulders for parallel, on-street parking; and 8-foot wide parkways with sidewalks.

### **Private Roads with Public Access:**

**One-Way Alleys (Plate B-8S (A))** – Developed for the Saticoy Area Plan, this road classification provides standards for the existing alleys in Old Town Saticoy, which are

used as a primary means of vehicular access to parking and delivery areas. Because alleys are narrow (rights-of-way are typically 20 feet), within the commercial areas alleys will be one-way streets with a 12-foot wide travel lane, combined with two, 4-foot wide shoulders that provide a buffer between adjacent developments.

**Two-Way Alleys (Plate B-8S (B))** – This road is the same as the One-Way Alley, but it would allow two-way traffic. Due to the typical, 20-foot wide right-of-way, this road type would only be used in residential areas with very low traffic volumes.

Table 2.6-4 provides a summary of the proposed road classifications. Variations on the four road classifications are also listed to provide options for the type of parking configuration (parallel, angled), and parkway/sidewalk width requirements. Proposed Class I and Class II bicycle facilities are illustrated in Exhibit C-3b. Unless otherwise specified, all road types include a shared Class III Bike Route. In two cases, interim or customized road standards were developed to address existing physical conditions within Saticoy, namely limited public rights-of-way (for the Nardo Street Extension and Campanula Avenue).

**Table 2.6-4 – Proposed Saticoy Road Classifications**

Classification	Ref to VC Plate #	Max. Capacity (ADT)	Design Speed	Travel lanes	Minimum ROW	Minimum Pavement Width	Min. Parkway Width (each side)	Min. Sidewalk Width (each side)	Type of Parking	
<b>A. County Maintained Public Roads</b>										
1	Saticoy Minor Residential	B-5S	(See Note 1 below)	25 mph	2 lanes 10' each	56 feet	36 feet	10 feet	8 feet (both sides)	Parallel (8' wide)
2	Minor Commercial or Residential	B-3S[A]	8,000	30 mpg	2 lanes 12' each	64 feet	40 feet	12 feet	12 feet	Parallel (8' wide)
	2A. With angled parking		(See Note 1 below)			80 feet (71 feet for mixed)	58 feet (49 feet for mixed)	11 feet	11 feet	Angled (9' wide x 17' deep) or Mixed
3	Minor Commercial/Industrial	B-3S[B]	8,000	30 mph	2 lanes, 12' each	60 feet	40 feet	10 feet	6 feet	Parallel (8' wide)
4	Commercial/Industrial (Collector)	B-3[C]	16,000	40 mph	3 lanes 12' each	68 feet	52 feet	8 feet	6 feet	Parallel (8' wide)
<b>B. Private Roads with Public Access</b>										
5	Alleys (one-way)		N/A	10 mph	1 lane, 12' each	20 feet	12 feet	4 feet	None	None

Classification	Ref to VC Plate #	Max. Capacity (ADT)	Design Speed	Travel lanes	Minimum ROW	Minimum Pavement Width	Min. Parkway Width (each side)	Min. Sidewalk Width (each side)	Type of Parking
<b>A. County Maintained Public Roads</b>									
5A. Two-way				2 lanes, 10' each		20 feet	0 feet		

**Notes:**

1. **ADT for Minor Urban Residential Road with Parkways Classification:** Existing County road standards specify that ADT for this type of roadway is dependent upon several factors (lots served, lot sizes etc.) and therefore cannot be determined for all locations.
2. **Locations:** See Exhibit C-4 for locations of roadway classifications within the Saticoy Area Plan.
3. **Bike Facilities:** See Exhibit C-3b for information on Class I and Class II bike facilities. Unless specified, all road classifications shall accommodate Class III bicycle facilities.
4. **Parking and Parkways / Walkways:** Located on both sides of road unless specified.
5. **Interim Conditions / Custom Standards:** Many existing facilities in Saticoy do not meet the standards identified in this table. In addition, customized specifications are provided below for two roadways with limited right-of-way - Nardo Street (west of SR-118) and Campanula Street.
  - **Nardo Street Extension:** Classified as a Minor Commercial/Industrial Road, the Nardo Street Extension includes a possible Class II bicycle lane. The minimum right-of-way (ROW) requirements shown above do not include Class II bicycle lanes. Bicycle lanes are 5 feet wide and may require a 2 foot buffer between the bicycle lane and travel way. At a minimum, an additional 10 feet of pavement width and ROW is needed for a Class II bicycle lane. Nardo Street Extension may require a Class II bike lane, but adequate ROW is not available for the bike lane and parallel parking. Nardo Street Extension therefore may be granted a parking restriction on one or both sides of the roadway if needed to accommodate bike lanes. However, the bicycle lanes on Nardo Street Extension are not required until Nardo Street is connected to Northbank Drive in the City of Ventura. Until that occurs, parallel parking is required.
  - **Campanula Street:** Due to ROW limitations, the following standards may be reduced on the eastern side of Campanula Street as follows: (a) a parking restriction is permitted and paved shoulder may be reduced from 8 to 3 feet (for Type 3); and (b) parkway and sidewalk may be reduced in width or eliminated (For Type 2).

### 2.6.3 Development Code

Specialized zoning and development standards for Old Town Saticoy are part of the proposed project and are expected to be adopted as amendments to the Non-Coastal Zoning Ordinance (NCZO). Only properties in Old Town Saticoy will be subject to the Development Code. For properties located outside Old Town Saticoy, permitted uses and development standards will continue to be regulated by existing NCZO standards. Minor amendments to the NCZO for purposes of cross-referencing and internal consistency are also included as a part of this project. The Development Code describes zoning standards for specific building and frontage types, it regulates the form and character of development, and it specifies setbacks, heights, and required site improvements. A Use Matrix for each zone will identify allowable uses and permit requirements for development in the four zones described below:

1. **Town Center (TC).** The Town Center zone is applied to the central blocks of Downtown Saticoy and comprises the shopping, entertainment, and civic core of Saticoy. One- and two-story “Main Street commercial” buildings with shop-front frontages built at and accessed from the sidewalk, giving the area a small town commercial character. Buildings are generally occupied with ground floor retail and live-work uses that support an active, pedestrian environment. Second stories are occupied by residential, retail, office, institutional, and public services uses.
2. **Residential/Mixed Use Zone (R/MU).** The Residential/Mixed Use zone is a multi-use environment that accommodates higher density housing and limited commercial uses, all within walking distance of the Town Center. New buildings are up to 3 stories in height with ground floor residential uses separated from the sidewalk by a small front yard, and buildings with ground floor commercial uses built at and accessed from the adjacent sidewalk. Buildings are occupied primarily with residential and live-work uses, although retail and commercial uses are allowed, particularly along Los Angeles Avenue.
3. **Residential Zone (RES).** The Residential zone is comprised of one- and two-story single family houses, duplexes, triplexes, and quadplexes that are set back from the street behind front yards, many of which are enclosed by low front yard fences, walls, or hedges. New buildings are scaled and designed to be compatible in scale and character with the existing and historic houses. Primary uses are residential and home occupation. The RES zone is comprised of land that is currently zoned R1 and R2.
4. **Industrial Zone (IND).** The Industrial zone within Old Town Saticoy accommodates a variety of light industrial uses. New buildings are up to 2 stories and may be located flexibly on the lot, as determined by the function of the intended activity. Outdoor storage and loading areas are screened from street views whenever feasible. Buildings are occupied with ground floor industrial, manufacturing, office, and small-scale service and retail uses. Upper floors may be occupied with industrial, manufacturing, and office uses.

Potential environmental impacts associated with the application of these zones include changes to permitted uses or development capacity. Regarding changes to permitted uses, it is primarily new uses, or uses that would require a ministerial entitlement (zoning clearance) instead of a discretionary entitlement (e.g., a planned development permit or conditional use permit), that would potentially result in environmental impacts, as these projects would not require additional CEQA evaluation.

The uses listed below are either new uses that would require a zoning clearance, or they are uses that are currently allowed with a zoning clearance in certain zones. These uses would be added as allowed uses in additional zones. None of these proposed land uses are expected to generate significant environmental impacts.

- Maintenance/Routine/Minor Repair to building, no structural alteration – Added “If designated Cultural Heritage Site.” This use would be allowed in all zones.
- New Use/Community Garden Plots – This use would be allowed in all zones except IND.



- County-Initiated Recreation Projects – Accessory Recreational Vehicle for a Caretaker. This use is currently allowed with a zoning clearance in residential zones, but is being proposed for TC and R/MU zones.
- Christmas Tree Sales – This use is currently allowed with a zoning clearance in the commercial zones, but is being proposed for the IND.
- Mobile Food Facilities – Temporary Event (New Use that includes multiple mobile food facilities) –Use would be allowed in TC and IND.
- Keeping of Animals/Youth Project – This use is proposed for the RES zone and is not currently allowed.

### 2.6.4 Changes to Development Capacity

Table 2.6-5 below summarizes the proposed zone changes and shows the change in acres allocated to different zones within the Saticoy Area Plan boundary by the Proposed Project. As shown in Table 2.6-5, the Proposed Project results in a minor increase in commercially zoned land, a minor increase in industrially zoned land, and a redistribution in the type of industrially zoned land. The Proposed Project also results in a minor net loss of land zoned for medium-density residential development, but the project would increase the amount of land zoned for higher-intensity residential use.

**Table 2.6-5 Summary of Changes to Zoning Classifications**

Existing Zoning Classifications	Acreage	New Zoning Classifications	Acreage	Net Change (Acres)
CPD	10.18	TC	15.74	5.56
		IND	19.37	19.37
M1	41.98	M1	44.29	2.31*
M2	88.30	M2	<del>620.46</del>	<del>(275.84)</del>
M3	17.93	M3	27.83	9.90
R1-6,000 sq. ft.	3.94	RES	26.59	(13.05)
R2-7,000 sq. ft.	35.70			
		R/MU	7.44	7.44
OS-10/OS-10 ac/MRP	1.15	OS-10/OS-10 ac/MRP	0	(1.15)
AE-40/AE-40ac/MRP	2.54	AE-40/AE-40ac/MRP	0	(2.54)
<b>Total</b>	<b>201.72</b>	<b>Total</b>	<b><del>+99</del>201.72</b>	

\*This acreage change is the result of boundary adjustments that resulted in a loss of OS/AE zoned land and an increase in land zoned M1.

#### 2.6.4.1 Potential Expansion of Industrial and Commercial Jobs

Based on development capacity calculations currently used in the County’s General Plan, there is the potential for approximately 1,900 additional employees in Saticoy’s industrial and commercial zones (West, South, and Old Town combined) due to increased development capacity, use of industrial land that is now vacant, and proposed zone changes.

However, this existing calculation does not completely capture the potential increase in intensity allowed by the Area Plan. Given that proposed zoning would allow 2 stories in the industrial (IND, M1, M2 and M3) and commercial Town Center zones, and up to 3 stories in R/MU, the number of additional employees could theoretically range from 1,929 to 3,858.

Although it is unlikely that the maximum allowable development will occur in Saticoy, this range is used in the environmental analysis to demonstrate the worst case scenario.

#### **2.6.4.2 Industrial Land**

The Proposed Project would result in a slight increase in industrially-zoned land (1.36 acres), along with adjustments to the location and type of industrially-zoned land (IND or M1, M2 or M3). Most of the proposed changes to industrial use are located within Old Town Saticoy, where vacant land located along its southern border would be re-designated from residential to industrial use. In the long-term, these proposed changes should result in a more cohesive industrial district, reduced land use conflicts, and additional developable land for industrial use.

The Proposed Project would also result in changes to the type of industrial use. For example, in Old Town Saticoy all existing M2 (Limited Industrial) zoned land would be changed to the new IND zone (Light Industrial), which is similar to the M1 zone. This change alone represents most of the M2 loss shown in Table 2.6-5. The other component attributing to the loss of M2 zoned land is the result of rezoned parcels in the West Industrial Section, which would be converted from M2 to M3 zoning. The rezoning of existing, residentially-zoned land (along Nardo Street) to IND also results in the reduction of R2 zoned land. Finally, the rezoning of 7.44 acres of land to R/MU results in a commensurate decrease in land zoned M2 or R2 within Old Town Saticoy.

Although existing development standards for industrial use (M1, M2, M3) allow site coverage of up to 50 percent (NCZO), the Market Study conducted for this project noted that the typical development intensity for new industrial projects is between 30 – 35 percent. For purposes of this analysis, it was assumed that a maximum development intensity (measured as floor/area ratio or FAR) of 30 percent was most appropriate given anticipated requirements for parking and landscape buffers, uncertainty regarding water availability, and historical industrial development patterns in Saticoy.

As noted above, an important factor impacting potential increases in development capacity is the degree to which development of a second floor may occur. While not all industrial development was assumed to be 2 stories for purposes of the impact analysis, a detailed inventory that analyzed development potential in each of 36 traffic zones was prepared to inform the traffic model. This inventory calculated existing and potential development and, when potential industrial development was added to the existing inventory, the result was almost a doubling of industrial development.

It is important to note that new development in Saticoy is significantly constrained by the lack of necessary infrastructure including water and wastewater. These issues must be resolved before significant new development can occur. In addition, given the current intensity and types of development (e.g., open storage and mini storage), the demand appears to be for low water using, light industrial uses versus heavy manufacturing uses. However, in order to account for the potential increase in intensity allowed by the Area Plan, it is assumed that the number of potential employees could be doubled when compared to the existing setting. As explained below and pursuant to the existing County General Plan, the “base” potential

increase in employees is calculated based on building coverage assumptions and an employee generation rate of 2.0 employees per 1,000 square feet.

a) West Industrial Section

The potential for increased industrial employment in Saticoy would primarily result from a more productive and efficient use of industrial land in the West Industrial Section. Currently, industrial land in the West Industrial Section is underutilized. Based on the Market Study, the West Industrial Section has a building coverage ratio of just under 11 percent, which is substantially less than the allowable maximum building coverage of 50 percent (i.e. percentage of lot area covered by buildings) or the typical development intensity of 30 to 35 percent.

According to the Market Study, insufficient road infrastructure on the West side is a principal reason for this underutilization. Given that the Proposed Project calls for a new road linking L.A. Avenue to Lirio Avenue, it is reasonable to assume that this issue will be addressed at some point during the 20-year planning period, thereby allowing for increased development within the West Industrial Section. Based on formulas used for calculating building intensity contained within the County's existing General Plan, and the 81 acres of industrially zoned land in the West Industrial Section, the following analysis indicates that an **additional 1,340 employees** could be needed to service industrial expansion in the West Industrial Section. Calculations for future employees are as follows:

*Existing Employees:*

- 81 acres x 11% existing building coverage = 8.91 acres of development
- 8.91 x 43560 sf/acre = 388,119 sf of development
- 388,119 sf x 2 employees per 1000 sf = 776 employees<sup>4</sup>

*Forecast Employees:*

- 81 acres x 30% building coverage = 24.3 acres of forecast development
- 24.3 acres x 43,560 sf/acre = 1,058,508 sf of forecast development
- 1,058,508 sf x 2 employees per 1000 sf = 2,117 employees.

b) South Industrial Section

The potential for increased development in Saticoy's South Industrial Section is based on a vacant parcel zoned M2 (approx. 6.7 acres) between Riverbank Drive and L.A. Avenue. Based on the formula described above and the 30 percent building coverage assumption, this parcel could accommodate a **total of 175 employees**.

c) Old Town Industrial Land

The potential for increased industrial development in Old Town is based on the vacant parcels currently zoned R2 (5.79 acres) that are proposed for industrial zoning (i.e., the GPA parcels), and the parcels currently zoned R2 along Nardo Street that are proposed for industrial zoning

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<sup>4</sup> Formula: net acres x percent lot coverage x projected floor area (x 1,000 sq. ft) x average of 2 employees per 1,000 sq. ft = number of employees/acres.

(3.79 acres). Based on the formula described above and the 30 percent building coverage assumption, these parcels could accommodate a **total of 250 employees**.

#### 2.6.4.3 Commercial Land

There are limited changes to the amount of commercial land included as part of the Proposed Project. The most notable of these is the change in zoning for a portion of the Saticoy Train Depot, as the portion of that property with the Train Depot buildings would change from Industrial zoning to Town Center zoning. Given that the Depot property is now vacant, any new commercial use would result in additional employees. Based on the formula described above, and a 35<sup>5</sup> percent building coverage assumption, the commercial portion of this parcel could accommodate a **total of 30 employees**.

Limited opportunities for new commercial development is also expected within the R/MU zone. Approximately 4.4 of the 9 acres proposed for R/MU zoning could be available for commercial development, especially along the L.A. Avenue corridor. Based on the formula described above, (including the 35 percent building coverage assumption), this land could accommodate a **total of 134 employees**.

As mentioned in the discussion of Industrial Land, for purposes of the environmental analysis, it is assumed that the number of potential employees could be doubled to account for the potential increase in intensity of the commercial zones.

Table 2.6-6 summarizes the potential for increased employees based on changes to zoning and development intensity in Saticoy’s industrial and commercial areas.

**Table 2.6-6 Total Potential New Employees**

<b>Industrial/Commercial Areas</b>	<b>Potential Increase in Employees</b>	<b>Maximum Potential Increase in Employees (w/2 &amp; 3 stories)</b>
West Industrial Section	1,340	2,680
South Industrial Section	175	350
Old Town Industrial	250	500
Commercial in Old Town Saticoy	164	328
<b>Total</b>	<b>1,929</b>	<b>3,858</b>

#### 2.6.4.4 Residential Land

The three potential impacts to the amount of land planned for residential use within the Proposed Project are listed below, followed by a detailed explanation.

- The loss of land currently zoned R1 and R2;

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<sup>5</sup> Commercial businesses will be able to partially rely on on-street parking in Old Town Saticoy to accommodate parking requirements, which increases the amount of land available for development.

- The expansion of permitted dwelling types allowed in the RES, which is currently limited to single-family or duplex dwellings; and
- The addition of land zoned R/MU which would permit the development of higher-density residential development and estimated at a maximum 20 du/acre when no commercial is included. This category also includes a limited number of Live/Work units that could be accommodated in the TC zone.

Land Currently zoned R1 and R2:

The loss of land currently zoned R1 and R2 includes approximately 13 acres, divided up as follows:

- *Saticoy Park:* 3.55 acres (zoned R1) is Saticoy Park. This land contains no existing dwellings, and no future dwellings will be lost by changing the zone on this property.
- *Vacant GPA Parcels:* Approximately 8 acres zoned R2 is mostly vacant. Based on existing density (R2-7,000 = approximately 12 units/acre), this land could accommodate a maximum of 96 units. However, the land is not well-suited to residential development, has minimal market potential due to its adjacency to industrial use, and the current landowners (GPA applicants) indicated that they do not intend to develop this area for residential use. These 96 theoretical dwelling units are not part of the existing environment. As a result, the loss of these units should not be factored into the calculation for potential changes to housing for the Proposed Project. However, the “loss” of these units should be factored into the No Project alternative.
- *Developed Parcels:* The remaining acreage is primarily comprised of land zoned R2, which is bounded by Nardo Street, Rosal Lane, L.A. Avenue, and Campanula Avenue. There are 56 existing dwellings. Based on the analysis below, it is presumed that all dwellings would be replaced by industrial development during the twenty-year planning period.

In order to assess the potential environmental impacts associated with the proposed rezoning of land currently developed for residential use, it was necessary to estimate how many of the existing 56 dwellings could be expected to remain following the proposed rezone. Those calculations were made based on guidance from the consultant that completed the Market Study. This analysis resulted in a conclusion that none of the 56 existing dwellings would remain in the housing inventory by the end of the twenty-year planning period for the following reasons:

- The proposed zone change from Residential to Industrial would provide an incentive for a developer to purchase and assemble the land currently occupied by 41 dwellings located between Alelia Avenue and Campanula Avenue. Currently available information indicates that many of these dwellings are not owner-occupied. A developer could assemble a large enough piece of land to make industrial development economically viable. Conversely, industrial site assembly would not be feasible if existing dwellings remain scattered amongst new industrial uses. It was therefore assumed that all existing dwellings would be removed over time.
- The proposed zone change from Residential to R/MU would result in the eventual removal of the 15 single-family dwellings between Alelia Avenue and L.A. Avenue to make way for the new, higher-density residential development. As noted above, currently available information indicates that many of these dwellings are not owner-occupied and new multi-family housing would be of higher economic value to existing

landowners than the existing, relatively low-density residential use once the land is rezoned for higher-density residential development.

It is expected that the loss of 56 existing dwelling units will be more than offset by the construction of new dwelling units within the RES and R/MU zones. In order to identify the potential development capacity within these areas, assumptions were made regarding the level of development that can be reasonably anticipated using guidance from the marketing consultant:

- **Vacant / Underutilized Land:** Redevelopment is likely to occur on parcels that are either vacant or mostly vacant (i.e., “underdeveloped”). In the established residential neighborhood (the area classified as RES on Exhibit B-2a), there are six parcels either vacant or underdeveloped. These parcels range in size from 3,500 SF to over 26,000 SF. Together, they total approximately 75,800 SF. Assuming an average minimum lot area of 3,000 SF per dwelling unit (which accounts for required parking and yard/recreation space), ***a net gain of 25 dwelling units are expected during the planning period.***
- **Renter-Occupied Dwellings:** Another assumption is that some renter-occupied dwellings (i.e. not owner-occupied) would be redeveloped to allow for more units and hence, a greater economic return for the property owner. According to the U.S. Census, American Community Survey (2010), 65 percent of the existing dwelling units in Saticoy are renter-occupied. Excluding the dwellings on Nardo Street (discussed above), there are 139 existing dwellings in the existing residential zones. However, many of these are on lots too small to easily accommodate additional dwellings. Therefore, an assumption was made that only those lots 7,000 square feet or larger would be redeveloped.

There are 47 lots in the RES zone that are 7,000 sq. ft. or larger. (This count **does not** include lots on Nardo Street or parcels that are currently occupied by established churches or residences that are new or recently renovated.) Of these, it was assumed that only properties that are renter-occupied would be redeveloped. Finally, it was assumed that half of these land owners would elect to build a triplex (due to relatively small lot sizes) and the other half would choose to build a quadplex. Based on all these assumptions, the following calculation was performed:

- 47 lots x 65% (owners who would choose to redevelop) = 31 lots that would redevelop;
- 50% of the lots would go from a duplex (existing zoning) to triplex = 16 new units;
- 50% of 31 lots would go from duplex to quadplex = 31 new units.

This would result in ***a net gain of 47 new dwelling units during the planning period.***

This is a conservative estimate, as some lots are occupied by single-family rather than two-family dwellings. In addition, refinements made to the Old Town Saticoy Development Code resulted in the establishment of minimum 7500 SF and 8000 SF lots for a triplex or fourplex respectively. As a result, the forecast number of new dwelling units within the RES zone was overstated for purposes of the environmental analysis.

- **R/MU and TC Zoned Land:** In addition to increased density in the RES zone, the newly-created R/MU zone will accommodate high-density residential development and the

TC zone will accommodate second-story apartments or Live/Work units. To develop estimates, it was assumed that some of the land within these two zones is more likely to be developed for residential use due to location and parcel shape and size. For example, potential impacts from traffic and noise will likely drive residential development to the eastern portions of the R/MU and TC zones, while areas closest to L.A. Ave. and Wells Road are more likely to be developed for commercial use<sup>6</sup>. Based on these assumptions, as well as a residential density of approximately 20 dwelling units per acre for R/MU, ***a net gain of 94 new dwelling units was assumed during the planning period.***

In summary, approximately 110 new dwelling units could be accommodated through the development or redevelopment of land, new zoning, and changes in development capacity. Table 2.6-7 summarizes the potential residential development capacity changes.

**Table 2.6-7 Residential Development Capacity Changes**

<b>Proposed Zoning Changes</b>	<b>Increase in Residential Units</b>	<b>Decrease in Residential Units</b>
Rezone of R2 to IND or industrial use		<i>96 units<sup>7</sup> (not existing)</i>
Rezone of R1 and R2 to R/MU or industrial use		56 units
Redevelopment of vacant and/or underutilized parcels in RES zone	25 units	
Redevelopment of renter-occupied single-family in RES zone	47 units	
New residential development in R/MU	94 units	
<b>Subtotals:</b>	<b>166 Units</b>	<b>152 Units</b>
<b>Potential net gain (Proposed Project)</b>	<b>110 Units</b>	
<i>Potential net gain (No Project Alternative)</i>	<i>14 Units</i>	

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<sup>6</sup> The Development Code will be updated, as needed, to ensure that adequate residential development occurs within the R/MU zone.

<sup>7</sup> Although existing land use regulations would allow a maximum of 96 units on 8 acres of vacant land zoned R2, this land is not well-suited to residential development and these sites are less desirable than other available residential locations in the City or County of Ventura. Therefore, while these units are factored into the final calculation for potential changes to development capacity, it is unlikely the 96 units would ever be developed due to lack of market potential.

## 3.0 ENVIRONMENTAL SETTING

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### 3.1 PROJECT SETTING, LOCATION AND CONTEXT

Saticoy is a community within unincorporated Ventura County, located south of State Highway 126 within the Sphere of Influence of the City of Ventura (see Figure 2-1). Founded in the late 1800s in an area previously inhabited by the Chumash people, the town was anchored for many decades by a rail depot at the corner of Alelia Avenue and Azahar Street, which provided a key connection between Ventura's produce markets and the rest of the region.

The Saticoy Community is bounded to the north and west by primarily residential areas within the City of Ventura. The areas to the east are in agricultural production. The southern boundary consists of the Santa Clara River floodway.

Figure 2-2 shows the boundaries of the entire Saticoy Area Plan which includes Old Town Saticoy and the two industrial sections of the Saticoy community. The Saticoy Area Plan encompasses a total of approximately 238 acres of land and is generally bounded to the west by the Brown Barranca, to the south by Santa Clara River, to the east by Franklin Barranca, and to the north by the rear property line of the parcels facing Aster Street and Telephone Road.

Old Town comprises approximately 87 acres of land and is generally bounded to the west by State Route (SR) 118 (Wells Road), to the north by the rear property line of the parcels facing Aster Street, to the east by Franklin Barranca, and to the south by the southern property line of the three parcels south of Rosal Lane. The south and west industrial sections comprise the remaining 151 acres of land.

Despite its small size, Saticoy is a unique community within the unincorporated County (see Figure 2-2). It includes a small residential neighborhood that complements residential development along its northern border within the City of Ventura, and some of its dwellings date back to the early 1900's. Saticoy also contains a commercial "Town Center" district, which still contains locally-serving groceries and other services, such as a hair salon and several small restaurants. Finally, Saticoy contains some of the County's most important industrial land, which is served by two regional roadways and the railroad. Much of the industrial land, however, could be described as underdeveloped, particularly when compared to currently permitted development intensities.

Please see Section 2.4, Existing Community Characteristics, Land Use, and Setting for a more detailed description of the environmental setting.



## 3.2 CUMULATIVE PROJECTS

Table 3.3-1 contains a list of current projects within the City of Ventura. Currently there are no pending and recently approved projects in the unincorporated areas of Ventura County in the vicinity of the Saticoy Community. In addition to 2100 SF of mixed-use development, a total of 1296 new residential units is included in the cumulative projects list.

**Table 3.3-1 City of Ventura Current Projects**  
City of Ventura - Current Projects List dated July 23, 2014

Project Title	Location	Status	Description	Total Units
<b>Residential Projects</b>				
<b>JenVen Village Specific Plan</b>	SEC Wells & Darling	All Planning Approvals	51 condo units	51
<b>Parklands Project</b>	SWC Telegraph & Wells Rd	All Planning Approvals	173 apartments 216 detached homes 110 attached homes	499
<b>Hansen Trust Specific Plan</b>	SSEC Saticoy Ave & Telegraph Rd	All Planning Approvals	131 SFD 34 condos 24 farmworker dwellings	189
<b>Darling Apartments - Jensen</b>	Darling & Wells Rd	In Planning Process	Mixed use- 45 apartments	45
<b>Enclave at Northbank - Watt Communities</b>	Southeast Corner of Saticoy Av & Northbank Dr.	All Planning Approvals	91 Single family homes	91
<b>Orchard Collection - Citrus Place - City Ventures</b>	Citrus & Peach	Under Construction	59 Single family 60 Townhomes	119
<b>Citrus Apts - Vince Daly</b>	North side of Citrus Dr., 500 east of Wells Rd.	Under Construction	54 Apartments	54
<b>Northbank - Vince Daly</b>	Eastern terminus of Northbank Dr.	In Planning Process	117 single family 31 affordable for sale triplex/quadplex 50 Apartments	198
<b>East Village Residential - CEDC</b>	Snapdragon & Los Angeles Ave.	Under Construction	50 Low income Apartments	50
<b>Commercial Projects</b>				
<b>Darling Apartments - Jensen</b>	Darling & Wells Rd	In Planning Process	Mixed use- 2100 sf commercial	0

## 4.0 ENVIRONMENTAL IMPACTS, MITIGATION MEASURES, RESIDUAL IMPACTS, AND GENERAL PLAN CONSISTENCY

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This section discussed the potential environmental effects of the proposed project for the specific issue areas that were identified through the Initial Study process as having the potential to cause significant impacts on the environment. “Significant effect” is defined by the State CEQA Guidelines §15382 as a “substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. An economic or social change by itself shall not be considered a significant effect on the environment, but may be considered in determining whether the physical change is significant.”

The assessment of each issue area contains the following format:

- 1) Setting – a description of the environmental setting as it pertains to that issue;
- 2) Impact Analysis – a summary of the Regulatory setting (where applicable) and the thresholds of significance for that issue, followed by the impact analysis (levels of significance are described below);
- 3) Mitigation Measures and Residual Impacts – a description and analysis of potential mitigation measures that will reduce identified significant impacts and the residual impact after mitigation; and,
- 4) General Plan Consistency – an analysis of consistency with the Ventura County General Plan Goals and Policies.

Each potential effect under consideration is listed in bold text, with the discussion of the effect and its significance following. Each bolded effect listing also contains a statement of the significance determination for the environmental effect as follows:

***Significant and Unavoidable:*** An impact that cannot be reduced to below the threshold level given reasonable available and feasible mitigation measures. Such an impact requires a Statement of Overriding Considerations to be issued if the project is approved per §15093 of the State CEQA Guidelines.

**Significant but Mitigatable:** An impact that can be reduced to below the threshold level given reasonable available and feasible mitigation measures. Such an impact requires findings to be made under §15091 of the State CEQA Guidelines.

**Not Significant:** An impact that may be adverse, but does not exceed the threshold levels and does not require mitigation measures. However, mitigation measures that could further lessen the environmental effect may be suggested if readily available and easily achievable.

**Beneficial:** An effect that would reduce existing environmental problems or hazards.

## 4.1 AIR QUALITY

This section assesses the impacts of the proposed Saticoy Area Plan Update on local and regional air quality. Both temporary impacts relating to construction activity and long-term impacts associated with operation of development under the proposed Plan are discussed. Also discussed are the potential health risks in the Plan area associated with toxic air contaminant (TAC) emissions associated with State Route (SR) 118, the Santa Paula Branch line of the Union Pacific Railroad (UPRR), and industrial sources. Discussions regarding greenhouse gas emissions and climate change are contained in Section 4.7 of this EIR.

### 4.1.1 Setting

#### Air Pollution Regulation

The federal and state governments have been empowered by the federal and state Clean Air Acts to regulate emissions of airborne pollutants and have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (ARB) is the state equivalent under the California Environmental Protection Agency (CalEPA). Local control in air quality management is provided by the ARB through county-level or regional (multi-county) air pollution control districts (APCDs). The ARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The ARB has established 15 air basins statewide. The Plan area is located in the South Central Coast Air Basin within the Ventura County Air Pollution Control District (VCAPCD) jurisdictional boundaries. The ARB establishes statewide air quality standards and is responsible for control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources within their respective jurisdictions.

Federal and state standards have been established for seven criteria pollutants, including ozone (O<sub>3</sub>), carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), sulfur dioxide (SO<sub>2</sub>), particulates less than 10 and 2.5 microns in diameter (PM<sub>10</sub> and PM<sub>2.5</sub>), and lead (Pb) (refer to Table 4.1-1). California air quality standards are identical to or stricter than federal standards for all criteria pollutants. Table 4.1-1 illustrates the current federal and state Ambient Air Quality Standards.

**Table 4.1-1 Current Federal and State Ambient Air Quality Standards**

Pollutant	Averaging Time	Federal Primary Standards	California Standard
Ozone	1-Hour	---	0.09 ppm
	8-Hour	0.075 ppm	0.070 ppm
Carbon Monoxide	8-Hour	9.0 ppm	9.0 ppm
	1-Hour	35.0 ppm	20.0 ppm
Nitrogen Dioxide	Annual	0.053 ppm	0.030 ppm
	1-Hour	0.100 ppm	0.18 ppm
Sulfur Dioxide	Annual	0.075 ppm	---
	24-Hour	0.14 ppm	0.04 ppm
	1-Hour	0.075 ppm	0.25 ppm
PM <sub>10</sub>	Annual	---	20 µg/m <sup>3</sup>
	24-Hour	150 µg/m <sup>3</sup>	50 µg/m <sup>3</sup>
PM <sub>2.5</sub>	Annual	12 µg/m <sup>3</sup>	12 µg/m <sup>3</sup>
	24-Hour	35 µg/m <sup>3</sup>	---
Lead	30-Day Average	---	1.5 µg/m <sup>3</sup>
	Rolling 3-Month Average	0.15 µg/m <sup>3</sup>	---

ppm = parts per million;

µg/m<sup>3</sup> = micrograms per cubic meter

Source: California Air Resources Board, June 7, 2013. <http://www.arb.ca.gov/research/aaqs/aaqs2.pdf>

**Ozone.** Ozone is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO<sub>x</sub>) and reactive organic gases (ROG)<sup>8</sup>. Nitrogen oxides are formed during the combustion of fuels, while reactive organic compounds are formed during combustion and evaporation of organic solvents. Because ozone requires sunlight to form, it mostly occurs in concentrations considered serious between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes

<sup>8</sup> Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in an array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC).

in lung functions. Groups most sensitive to ozone include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

**Carbon Monoxide.** Carbon monoxide is a local pollutant that is found in high concentrations only near the source. The major source of carbon monoxide, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. Carbon monoxide's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, carbon monoxide reduces the amount of oxygen in the blood, causing heart difficulties in people with chronic diseases, reduced lung capacity and impaired mental abilities.

**Nitrogen Dioxide.** Nitrogen dioxide (NO<sub>2</sub>) is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO<sub>2</sub>, creating the mixture of NO and NO<sub>2</sub> commonly called NO<sub>x</sub>. Nitrogen dioxide is an acute irritant. A relationship between NO<sub>2</sub> and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts per million (ppm) may occur. Nitrogen dioxide absorbs blue light and causes a reddish brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of PM<sub>10</sub> and acid rain.

**Suspended Particulates.** PM<sub>10</sub> is particulate matter measuring no more than 10 microns in diameter, while PM<sub>2.5</sub> is fine particulate matter measuring no more than 2.5 microns in diameter. Suspended particulates are mostly dust particles, nitrates and sulfates. Both PM<sub>10</sub> and PM<sub>2.5</sub> are by-products of fuel combustion and wind erosion of soil, and are directly emitted into the atmosphere through these processes. Suspended particulates are also created in the atmosphere through chemical reactions. The characteristics, sources, and potential health effects associated with the small particulates (those between 2.5 and 10 microns in diameter) and fine particulates (PM<sub>2.5</sub>) can be very different. The small particulates generally come from windblown dust and dust kicked up from mobile sources. The fine particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. Fine particulate matter is more likely to penetrate deeply into the lungs and poses a health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers of an absorbed toxic substance.

### **Local Air Quality**

California's weather is heavily influenced by a semi-permanent high-pressure system west off the Pacific Ocean. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The sea breeze, which is the predominant wind, is a primary factor in creating this climate and typically flows from the west-southwest in a day-night

cycle with speeds generally ranging from 5 to 15 miles per hour. During the day, the predominant wind direction is from the west and southwest, and at night, wind direction is from the north and generally follows the Santa Clara River Valley.

As described above, Saticoy is located within the South Central Coast Air Basin. Air quality in the Basin is affected by the emission sources located in the region, as well as by three natural factors:

- A **natural terrain barrier** to emission dispersion north and east of the metropolitan Los Angeles area.
- A **dominant on-shore flow** transports and disperses air pollution by driving air pollution originating in industrial areas along the coast toward the natural terrain barrier, limiting horizontal dispersion. The effect of this flow is a gradual degradation of air quality from coastal to inland areas. The greatest impacts can be seen in the San Gabriel Valley and near Riverside at the foot of the San Gabriel Mountains.
- **Atmospheric inversions** limit dispersion of air pollution on a vertical scale. Temperature typically decreases with altitude. However, under inversion conditions temperature begins to increase at some height above the ground. This height is called the base of the inversion. The temperature increase continues through an unspecified layer after which the temperature change with height returns to standard conditions. The inversion layer is typically very stable and acts as a cap to the vertical dispersions of pollutants.

The VCAPCD monitors air pollutant levels to ensure that air quality standards are met, and if they are not met, to develop strategies to meet the standards. Depending on whether or not the standards are met or exceeded, Ventura County is classified as being in “attainment” or as “non-attainment.” Ventura County was designated as attainment for the federal 1-hour ozone standard as of May 27, 2009. Ventura County is designated under the current 2008 federal 8-hour ozone standard as non-attainment (VCAPCD, 2007) and under the state standards as non-attainment for ozone and PM<sub>10</sub>. Ventura County is in attainment of the state PM<sub>2.5</sub> standard.

Data on existing air quality in the Ventura County portion of the South Central Coast Air Basin are available for ozone and particulate matter emissions within the 2014 Ambient Air Monitoring Network Plan. The 2014 Ambient Air Monitoring Network Plan contains data for six monitoring locations throughout Ventura County. The monitoring station located closest to Saticoy and most representative of air quality within Saticoy is the El Rio Station in Oxnard (about 2.5 miles south of Saticoy). Due to its proximity to U.S. 101, this monitoring station may be more affected by air pollution from that highway than Saticoy would be; however, due to its proximity to the Plan Area, it remains the most representative monitoring station. Table 4.1-2 summarizes the annual air quality data for 2011-2013 in the local airshed for the criteria pollutants of greatest concern in Ventura County.

**Table 4.1-2 Ambient Air Quality at the El Rio Monitoring Station**

Pollutant	2011	2012	2013
Ozone, ppm – Worst Hour	0.081	0.082	0.067
Number of days of State exceedances (>0.09 ppm)	0	0	0
Ozone, ppm – Worst 8 Hours	0.068	0.065	0.062
Number of days of State exceedances (>0.070)	0	0	0
Number of days of Federal exceedances (>0.075)	0	0	0
Carbon Monoxide, ppm – Worst 8 Hours	N/A	N/A	N/A
Number of days of State/Federal exceedances (>9.0 ppm)	N/A	N/A	N/A
Nitrogen Dioxide, ppm – Worst Hour	0.09	0.06	0.04
Number of days of State exceedances (>0.18 ppm)	0	0	0
Particulate Matter >10 microns, $\mu\text{g}/\text{m}^3$ Worst 24 Hours	50.6	56.3	45.9
Estimated Number of Days of State exceedances (>50 $\mu\text{g}/\text{m}^3$ )	1	1	0
Estimated Number of Days of Federal exceedances (>150 $\mu\text{g}/\text{m}^3$ )	0	0	0
Particulate Matter <2.5 microns, $\mu\text{g}/\text{m}^3$ Worst 24 Hours*	28.7	30.8	22.2
Estimated Number of Days of Federal exceedances (>35 $\mu\text{g}/\text{m}^3$ )	0	0	0

N/A = not measured

Source: California Air Resources Board, 2011, 2012, 2013 Annual Air Quality Data Summaries available at <http://www.arb.ca.gov/adam/topfour/topfour1.php>

Note: California standards for ozone, carbon monoxide, and particulate matter are not to be exceeded. Federal standard for CO not to be exceeded more than once per year. Federal ozone standard is attained when the fourth highest eight hour concentration in a year, averaged over three years, is equal to or less than the standard. For  $\text{PM}_{10}$ , the 24 hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150  $\mu\text{g}/\text{m}^3$  is equal to or less than one. For  $\text{PM}_{2.5}$ , the 24 hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

As shown, the ozone concentrations at the El Rio Monitoring Station did not exceed the state or federal one-hour or eight hour standards between 2011 and 2013.  $\text{NO}_x$  concentrations did not exceed the state standard between 2011 and 2013. The  $\text{PM}_{10}$  and  $\text{PM}_{2.5}$  concentrations did not exceed the federal standards from 2011 to 2013. The  $\text{PM}_{10}$  concentration did exceed state standards one day in 2011 and one day in 2012. Information regarding CO concentrations is not available from any of the monitoring stations in the county.

Ozone is a secondary pollutant that is not produced directly by a source, but rather is formed by a reaction between NO<sub>x</sub> and ROG in the presence of sunlight. Reductions in ozone concentrations are dependent upon reducing emissions of these precursors. The major sources of ozone precursors in Ventura County are motor vehicles and other mobile equipment, solvent use, pesticide application, the petroleum industry, and electric utilities. The major sources for PM<sub>10</sub> are road dust, construction equipment and activities, mobile sources, and farm operations. Locally, Santa Ana winds are responsible for entraining dust and occasionally causing elevated PM<sub>10</sub> levels.

**Ventura County Air Quality Management Plan.** The Federal Clean Air Act Amendments (CAAA) mandates that states submit and implement a State Implementation Plan (SIP) for areas not meeting air quality standards. The SIP includes pollution control measures to demonstrate how the standards will be met through those measures. The SIP is established by incorporating measures established during the preparation of Air Quality Management Plans (AQMPs) and adopted rules and regulations by each local APCD and AQMD, which are submitted for approval to the ARB and the USEPA. The goal of an AQMP is to reduce pollutant concentrations below the National Ambient Air Quality Standards (NAAQS) through the implementation of air pollutant emissions controls. The most recent AQMP for Ventura was published in 2007.

As noted previously, Ventura County is not in attainment for the 2008 federal 8-hour ozone standard. The plan for Ventura County to meet the 2008 federal ozone standard, which has a deadline of 2021, is currently in development and will be adopted by mid-2016 (B. Cacatian - APCD, personal communication, 2014). While the 2007 AQMP contains some additional local control measures, most of the emissions reductions that Ventura County needs to attain the federal 8-hour ozone standard and continue progress to the state ozone standard will come from the ARB's 2007 SIP and 2009 Reasonably Available Control Technology State Implementation Plan (2009 RACT SIP). These SIPs contain comprehensive emission reduction programs that focus on reducing emissions from mobile sources, consumer products, and pesticides to substantially improve air quality.

The 2007 AQMP also presents the 2003 – 2005 Triennial Assessment and Plan Update required by the California Clean Air Act (CCAA). The goal of the CCAA is to achieve more stringent health-based state air quality standards at the earliest practicable date. Ventura County is designated a severe non-attainment area under the CCAA and must meet many of the most stringent requirements under this Act.

**Sensitive Receptors Near/Within the Plan Area.** Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with an adequate margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress. Certain population groups are considered more sensitive to air pollution than others. Sensitive population groups include children, the elderly, the acutely ill, and the chronically ill, especially those with cardio-respiratory diseases. Residential uses are also considered sensitive to air pollution because residents (including children and the elderly) tend to



be at home for extended periods of time, resulting in sustained exposure to any pollutants present. The Plan area encompasses 240 acres. Sensitive receptors within and near the Plan area include residences, a school, a library, and a convalescent home. Figure 4.1-1 shows the location of the school, library, and convalescent home. Residential land uses are scattered throughout the Plan area, with concentrations between Los Angeles Avenue and Campanula Avenue and between Rosal Lane and Nardo Street. Additional residences can also be found outside these areas.

The ARB currently recommends that local agencies avoid siting new sensitive land uses within 500 feet of freeways or high-volume roadways (ARB, Air Quality and Land Use Handbook, April 2005). The primary concern with respect to freeway adjacency is the long-term effect of diesel exhaust particulates, a toxic air contaminant, on sensitive uses. The primary sources of diesel exhaust particulates in the Plan area are heavy-duty trucks on high-volume arterial roadways and locomotives traveling along the UPRR rail line. In addition, nearby businesses may emit additional hazardous air pollutants. These emissions are not expected to individually cause a health risk; however, these emissions could result in a cumulative risk to sensitive uses, such as residential, when considered in combination with the TACs associated with the freeway and railroad operations. A Health Risk Assessment has been prepared to estimate the probability that sources of TACs in an area could result in adverse health effects to sensitive receptors.

Figure 4.1-1 Existing Sensitive Receptors



Imagery provided by Google and its licensors © 2014. Additional basemap data from Ventura County RMA, 2014.

## 4.1.2 Impact Analysis

### Thresholds

Regional Criteria Pollutant Thresholds. The thresholds used to analyze air quality impacts are derived from VCAPCD guidance documents, as dictated by County guidelines. The most recent VCAPCD comprehensive publication regarding air quality assessment is the *Ventura County Air Quality Assessment Guidelines* (October 2003). The VCAPCD's *Ventura County Air Quality Assessment Guidelines* recommend significance thresholds for projects proposed in Ventura County. As outlined in the VCAPCD's *Guidelines for the Preparation of Air Quality Impact Analyses*, the impacts are considered significant if a proposed project would:

- *Generate daily emissions exceeding 25 lbs. of reactive organic compounds (ROG) or nitrogen oxides (NO<sub>x</sub>);*
- *Cause an exceedance or making a substantial contribution to an exceedance of an ambient air quality standard;<sup>9</sup>*
- *Directly or indirectly cause the existing population to exceed the population forecasts in the most recently adopted AQMP;*
- *Be inconsistent with goals and policies of the Ventura County AQMP and emit greater than two lbs. of ROG or NO<sub>x</sub> per day;*
- *Create a human health hazard by exposing sensitive receptors to toxic air emissions; or*
- *Create objectionable odors affecting a substantial number of people.*

As the Saticoy Area Plan Update is a plan and not a project, quantitative thresholds for plan-level emissions are not available from VCAPCD. Therefore, impacts resulting from adoption of the proposed Area Plan are discussed qualitatively and in the context of consistency with the adopted AQMP.

Impacts associated with development under the proposed Area Plan are also evaluated. As noted above, under the VCAPCD guidelines, projects that generate more than 25 lbs. per day of ROG or NO<sub>x</sub> are considered to jeopardize attainment of the federal ozone standard and thus have a significant adverse impact on air quality. The VCAPCD's 25 lbs. per day thresholds for ROG and NO<sub>x</sub> are not intended to be applied to construction emissions, since such emissions are temporary.

The VCAPCD has not established quantitative thresholds for particulate matter either for operation or construction. However, a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency

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<sup>9</sup> "Substantial" is defined as making measurably worse an existing exceedance. Since the VCAPCD does not provide a numerical value for "substantial contribution," changes in carbon monoxide concentrations were determined to be significant and substantial for this analysis if concentrations including project traffic caused an exceedance of the California one-hour standard of 20 parts per million (ppm) carbon monoxide or the federal and state eight-hour standard of 9.0 (ppm) is exceeded. This latter standard follows the South Coast Air Quality Management District (SCAQMD) definition of significance for CO impacts (SCAQMD. Revised March 2011).

to cause injury or damage to business or property is considered to have a significant air quality impact by the VCAPCD. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations.

AQMP Consistency. A significant impact to air quality would occur if the proposed Plan would conflict with or obstruct implementation of the Ventura County AQMP. Although any individual development project allowed under the Plan would represent an incremental negative impact on air quality in the Basin, of primary concern is that Plan-related impacts have been properly anticipated in the regional air quality planning process and reduced, whenever feasible.

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. The emission projections in the 2007 AQMP are based on population forecasts from the 2008 Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP). When population growth exceeds the forecasts upon which the AQMP is based, emission inventories could be surpassed, which could affect attainment of standards.

VCAPCD *Ventura County Air Quality Assessment Guidelines* (2003) state that project consistency with the AQMP can be determined by comparing the actual population growth in the county with the projected growth rates used in the AQMP. However, if there are more recent population forecasts that have been adopted by the Ventura Council of Governments (VCOG) where the total county population is lower than that included in the most recently adopted AQMP population forecasts, lead agencies may use the more recent VCOG forecasts for determining AQMP consistency.

Health Risk Assessment Thresholds. In general, EPA considers excess cancer risks that are below 1 chance in 1,000,000 ( $1 \times 10^{-6}$  or 1E-06) to be a negligible increase in risk, and risks above 1 in 10,000 ( $1 \times 10^{-4}$  or 1E-04) to be sufficiently large that health risk management is recommended. Excess cancer risks that range between 1E-06 and 1E-04 are generally considered to be “acceptable” (USEPA, N.D.). Proposition 65 (California Health and Safety Code Section 25249.6) prohibits a person in the course of doing business from knowingly and intentionally exposing any individual to a chemical that has been listed as known to the state to cause cancer or reproductive toxicity without first giving clear and reasonable warning. For a chemical that is listed as a carcinogen, the “no significant risk” level under Proposition 65 is defined as the level which is calculated to result in not more than one excess case of cancer in 100,000 individuals (1.0E-05) exposed over a 70-year lifetime, which is the cancer risk threshold used in this analysis.

To provide a perspective on risk, the American Cancer Society (2014; 2015) reports that in the U.S., men have a little less than a one in two chance (0.4331 probability) and women a little more than a one in three chance (0.3781 probability) of developing cancer during a lifetime, with one in four deaths (0.23) in the U.S. attributed to cancer. Given this background carcinogenic risk level in the general population, application of a 1.0E-05 excess risk limit means that the contribution from a toxic hazard should not

cause the resultant cancer risk for the exposed population to exceed 0.43311 for men and 0.37811 for women.

For non-carcinogenic risk, the “no significant risk” level is defined as the level which is calculated to result in a Hazard Index less than 1. The VCAPCD Governing Board has adopted risk levels for purposes of notification pursuant to the AB 2588 program (VCAPCD, 1993). In Ventura County, a lifetime excess cancer risk of 10 in 1,000,000 (1.0E-05) has been set as the significant risk level for the purpose of public notification under AB 2588, which is the cancer risk threshold used in this analysis. For acute or chronic non-cancer risks, a total hazard index of 1 is considered significant, which is the chronic non-cancer risk threshold used in this analysis (VCAPCD, 1993).

### **Methodology**

Construction Emissions Estimates. As discussed above, the VCAPD does not recommend any thresholds of significance for construction emissions; therefore, significance is determined based on a consideration of the control measures to be implemented and no calculations were completed.

Carbon Monoxide “Hot Spot” Analysis. According to the VCAPCD *Ventura County Air Quality Assessment Guidelines*, a CO screening analysis should be conducted for intersections that would be significantly affected by a proposed project and that experience, or are anticipated to experience, level of service (LOS) E or F. “Hot spots” are defined as locations where local ambient CO concentrations exceed the State or Federal ambient air quality standards (SCAQMD, 1993). Such concentrations typically only occur near heavily congested roadway intersections.

Health Risk Assessment Methodology. A health risk assessment (HRA) was completed to evaluate the potential health risk in the Plan area associated with TAC emissions from SR 118, the Santa Paula Branch line of the UPRR, and industrial sources using the Hotspots Analysis Reporting Program (HARP; ver. 1.4f). HARP is a single integrated software package that can be used to inventory emissions and evaluate health risks.

*Emission Factor Calculations.* Mobile source TAC emissions associated with vehicle traffic on SR 118 were estimated using the methodology developed by the University of California at Davis (UCD) in cooperation with Caltrans (UCD, 2006). This industry-standard methodology was used to develop benzene, acrolein, acetaldehyde, 1,3-butadiene, and formaldehyde emission factors from EMFAC2011 total organic gas (TOG) emission factors, ARB speciation factors, and the particulate emission factors from EMFAC2011. These emission factors are then multiplied by traffic volumes for the segments of concern to obtain total bulk emissions for each segment. Traffic volumes for SR 118 were based on existing plus project traffic volumes estimated in the traffic study prepared for the proposed Plan (Fehr and Peers, 2014) and an assumed 1% annual growth rate for traffic between 2014 and 2035.<sup>10</sup> Emissions from the UPRR are calculated based on rail traffic volume estimates developed with the

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<sup>10</sup> A 1% annual growth rate (for 21 years – 2014-2035) was assumed in the traffic volume projections prepared by Fehr & Peers (2014). The assumption is guided by growth in the Saticoy area per the Ventura City General Plan and growth in the area per the SCAG model.

Ventura County Transportation Commission (VCTC) and emission factors from the Southern California International Gateway Project Final EIR (Port of Los Angeles, 2013). These emission factors represent the rates at which locomotives produce emissions associated with the combustion of diesel fuel. The emission factors from the Southern California International Gateway Project Final EIR represent a reliable, conservative estimate of these emission rates for freight trains that can be applied to locomotive activity throughout the state in order to develop a conservative estimate of total TAC emissions associated with local train traffic. There is not currently a forecast for future use of the branch line, but VCTC staff indicated that based on growing interest and the market, 1-2 trains per day by 2035 would be expected (S. DeGeorge, personal communication, October 3, 2014).

VCAPCD was contacted for a list of permitted businesses within 2,000 feet of the Plan area. The available emissions and location information – excluding businesses for which emissions data was not collected or was otherwise unavailable from VCAPCD – were included in the local emissions estimate. Spreadsheet outputs adapted from the UC Davis-Caltrans MSAT model and composite emission rates, as well as estimated emissions from the UPRR and industrial sources were used.

The speed limit on the portion of SR 118 that passes through the Plan area is 45 mph. Traffic lights along this segment result in speeds that are generally between 35 and 45 miles per hour. Emission factors for vehicle traffic along SR 118 were reviewed for 35 miles per hour and 45 miles per hour. A speed of 35 miles per hour was determined to be the worst reasonable case speed (highest emission levels); therefore emissions for SR 118 were based on an average speed of 35 miles per hour as a conservative approach. As described above, existing plus project traffic volumes for SR 118 were obtained from the project traffic study (Fehr & Peers, 2014). Table 4.1-3 below shows the existing plus project traffic volumes estimated in 2014, 2020, and 2035.

**Table 4.1-3 Existing Plus Project Traffic Volumes on SR 118**

SR 118 Segment	Average Daily Vehicle Trips (ADT)		
	2014	2020 <sup>1</sup>	2035
Darling Road to Telephone Road	52,028	55,229	65,051
Violeta Street to Nardo Street	57,424	60,957	70,310
County Drive to Vineyard Avenue	51,120	54,265	63,571

Source: Fehr & Peers, 2014.

1. Assumes a 1% annual growth rate from 2014 existing plus project traffic.

Emission factors for vehicle traffic were reviewed at 2020 and 2035 traffic volume levels. Based on the EMFAC Emissions Database, year 2020 had higher emission factors when compared to Year 2035 due to the fact that emission factors in EMFAC take into account changeover of the vehicle fleet and implementation of adopted ARB

regulations intended to reduce the amount of diesel exhaust particulates associated with on-road diesel trucks. Although traffic volumes are higher in 2035 than in 2020, the decrease in year 2035 emission factors as compared to year 2020 emission factors results in lower overall bulk emissions in 2035. Therefore, year 2020 was determined to be the worst reasonable case year (highest total emission levels), and emissions were based on year 2020 emission factors and traffic volumes as a conservative approach to analyzing potential health risks in the Plan area.

Based on Caltrans Annual Average Daily Truck Traffic (AADT) data, medium and large trucks (2 axles or greater) are estimated to comprise 11.8% of the AADT in 2012. Caltrans' estimate for truck traffic AADT percentage was applied to the traffic volumes estimated by Fehr & Peers and shown in Table 3, as the Caltrans estimate best represents the proportion of the overall vehicle fleet that would be expected to be diesel-fueled. Truck traffic as a percentage of AADT has been reported by Caltrans as 11.8% since 2007 for this segment of SR 118 (Caltrans, 2007 to 2012). The nearest verified count of truck travel was made in 2012 at the junction of State Route 232 (Vineyard Avenue) and SR 118, less than one mile southeast of the Plan area. The analysis assumes that truck traffic would grow consistently with AADT and would comprise the same percent of AADT in 2020 and 2035, as was estimated in 2012.

*HARP Model.* HARP includes a database to inventory the geographical location of the sources and sensitive receptors. In addition, the database maintains the emissions associated with the sources. The freeway and UPRR were modeled as a series of volume sources and the emissions data entered into the HARP program database. The HARP program also includes the Industrial Source Complex (ISC3) dispersion model, which was used to calculate concentrations in the Plan area resulting from the emissions contained in the database. Specific meteorology was input into the model using the nearest available meteorological files downloaded from the VCAPCD website. Terrain for the Plan area was based on digital elevation models (DEMs) downloaded from the United States Geological Survey, with the freeway elevations obtained from Google™ Earth and adjusted to the DEM elevations. The freeway varies in elevation between approximately 100 feet and 175 feet above mean sea level (msl) along the length of the approximately 1.5 mile segment. These differences in topography are considered by the dispersion model.

It should be noted that ISC3 was not developed to analyze sources that move through an area over time; therefore, the use of the volume methodology provides for several simplifying assumptions that may overestimate actual concentrations.<sup>11</sup> The carcinogenic health risk is calculated by the HARP model based on the emission concentration at each sensitive or grid receptor using the toxicity data contained in

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<sup>11</sup> In addition, past examination of the Gaussian plume methodology on which ISC3 is based indicates that, due to underlying assumptions, ISC3 tends to overestimate concentrations by 2.5 to 10 times. Nonetheless, it provides a reasonable estimate of possible impacts for the purposes of CEQA.

the HARP database.<sup>12</sup> The chronic health risk value is calculated by the HARP model using the California Environmental Protection Agency (CalEPA), Office of Environmental Health Hazard Assessment (OEHHA) method of dividing the annual average concentration by the chronic inhalation reference exposure level (REL) (HARP, May 2013).

Three exposure pathways are considered for health effects: ingestion, dermal contact, and inhalation. The first two generally require direct contact with the contaminated medium (usually soil), while the latter includes the inhalation of vapors and respirable dust (usually in the form of PM<sub>10</sub>). Inhalation is the only available pathway for the exhaust vapors that contain acrolein, acetaldehyde, formaldehyde, benzene, and 1,3-butadiene. Diesel PM is a respirable dust that can potentially be both ingested (oral) or enter the body through contact with contaminated soil. With respect to diesel PM, the oral pathway is available only through ingestion of contaminated soil, similar to the dermal contact. Neither OEHHA nor the USEPA Integrated Risk Information System (IRIS) lists an oral slope toxicity for diesel PM, as ingestion of soil is uncommon and not generally a substantial contributor to carcinogenic health risk associated with diesel PM. Therefore, only the inhalation pathway is considered in the risk assessment for diesel PM.

Carcinogenic health risk was based on a stay-at-home adult resident present in the Plan area for the recommended default time periods of 9, 30, and 70 years. These correspond to the central tendency for the average time spent in a single residence (50th percentile) and high-end estimate for residency time (95th percentile) recommended by the USEPA (1997), and a lifetime residency, respectively. The 9-year residency is also used by the OEHHA to calculate risk for child receptors. The “Derived Adjusted” risk calculation method was used to estimate the 70-year cancer risk. That calculation method is not available for the 30-year and 9-year scenarios, so the average annual concentration was used to determine health risk for those scenarios. Chronic, non-cancer risks were calculated using the “Derived OEHHA” risk calculation method.

## Results

This section summarizes the results from the analyses discussed above, which were used to identify impacts associated with air quality.

**Impacts AQ-1 Buildout of the Area Plan Update would be consistent with the AQMP as it would not generate population growth beyond AQMP forecasts. Impacts relating to AQMP consistency are therefore *less than significant*.**

The current unincorporated county population is estimated at 97,313 (California Department of Finance [DOF], 2014). The total population of Ventura County, including incorporated areas, is 842,967 (DOF, 2014). The proposed Plan would result in a net increase of up to 100 new residential units. Ventura County average household

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<sup>12</sup> The ISC3 model provides X/Q (CHI/Q = chi/q) values, which are the concentration estimated by the air quality model based on an emission rate of one gram per second. HARP then uses the X/Q values to estimate actual concentration by multiplying this value against the emission rate in grams per second.



size is 3.39 persons per household (MR+E, 2014); therefore, up to 339 new residents could be accommodated as a result of the Area Plan Update.

A total of 3,858 employment opportunities could be created by the Area Plan Update (see Table 4.1-4 below). See Section 2.0, Project Description for further information on how this estimated employment generation was derived. It is assumed that all employees would be existing residents of Ventura County, due to Saticoy’s location and the types of employment opportunities that would be available (See Section 4.11.2 for more detail). Population and job growth within the region is already accounted for within the AQMP population growth forecasts for 2035 (the project’s planning horizon), and projected growth within the region exceeds the number of potential new employees generated by employment growth in Saticoy by the year 2013. Therefore, the Area Plan Update would not generate any additional County population due to generation of employment opportunities. The increase in population associated with the Area Plan Update would be 339 people.

**Table 4.1-4 Employment Generation**

EMPLOYMENT GENERATION		
Industrial/Commercial Areas	Potential Increase in Employees	Potential Increase in Employees w/ 2 & 3 Stories
West Industrial Section	1,340	2,680
South Industrial Section	175	350
Old Town Industrial	250	500
Commercial in Old Town Saticoy	164	328
Total	1,929	3,858

Neither VCOG nor SCAG have released specific population projections for Saticoy; however, VCOG released the *2040 Population Forecast* in May 2008, which included a 2040 population projection of 110,645 for unincorporated Ventura County and 995,375 for the county as a whole.<sup>13</sup> The total population increase associated with buildout of the Area Plan Update described above (339 persons) would not result in an exceedance of either of these projections when combined with existing population information; therefore, the proposed Area Plan is consistent with the current VCOG population projection and would be consistent with the AQMP. This impact would be *less than significant*.

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<sup>13</sup> This number is lower than the 1,014,000 population projection for year 2035 included in the SCAG 2008 Regional Transportation Plan, upon which the 2007 AQMP is based.

**Impact AQ-2 Operational impacts related to air quality would occur if emissions of long-term criteria pollutant would exceed VCAPCD thresholds. Buildout of the Area Plan Update would not create emissions that would exceed these thresholds. Impacts would be *less than significant*.**

Long-term emissions associated with growth facilitated by the proposed project are those associated with vehicle trips and stationary sources (electricity and natural gas). As noted above, development facilitated by the Area Plan Update would be within regional growth forecasts. However, individual projects developed within the Plan area may still exceed the VCAPCD’s project-specific thresholds. Table 4.1-5 shows the size of projects that would be expected to exceed VCAPCD thresholds in 2015, 2020, 2025, and 2035 based on the VCAPCD’s *Ventura County Air Quality Assessment Guidelines* (2003). As shown, it is anticipated that the size of projects that would exceed VCACPD thresholds will increase over time. This is because emissions from individual vehicles and buildings are expected to continue to decline as the overall vehicle fleet turns over to include a larger proportion of newer, more fuel-efficient vehicles, and new technologies that improve fuel efficiency and energy efficiency are introduced.

**Table 4.1-5 Project Size That Will Exceed VCAPCD Significance Thresholds for Ozone Precursors (ROG and NO<sub>x</sub>)**

Year	Residential Projects (units)			Non-Residential Projects (square feet)			
	SF Housing	Apartments	Condos/ Townhomes	Strip Mall (retail)	Home Improvement (retail)	Office Park	Industrial Park
2015	247	294	310	141,600	156,800	328,500	704,000
2020	284	331	345	202,000	220,500	475,000	1,099,000
2025	322	367	378	288,200	311,400	677,000	1,705,000
2035	351	395	405	423,200	452,800	976,000	2,565,000

Source: Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, October 2003, Appendix F.

Based on the information in the Area Plan Update, it was assumed for the purposes of this analysis that the maximum size of a possible residential project would be 100 units, as this is the total number of units that are anticipated to be added to the Plan area under the proposed Plan. The residential project assumption is extremely conservative, as the 100 potential units are scattered throughout Old Town Saticoy and would not be located within a single development. In addition, the largest vacant industrial parcel within the Plan area would accommodate a maximum development of 126,099 sf.

For comparison, residential projects built in 2025 and 2035, the final year of the time horizon for the Area Plan Update, could be up to 322 units and 351 units respectively

before they would be expected to exceed VCAPCD thresholds. Both of these project size maximums are greater than the maximum 100 unit project that could be built as part of the Area Plan Update. Industrial Park projects up to 1,705,000 sf (2025) and 2,565,000 sf (2035) would not be expected to exceed VCAPCD thresholds; both are greater than the amount of development that could be accommodated on the largest vacant M2 parcel in the Plan area. Therefore, projects that would occur within the Plan area would not exceed the current VCAPCD significance thresholds for ozone precursors and NO<sub>x</sub>, as shown in Table 4.1-5.

In addition, the following goal and policies of the Saticoy Area Plan would reduce long-term criteria pollutant emissions associated with future development in the Plan area.

### **Resource Goal # 1**

Traffic-related air pollutants generated within the Saticoy community are reduced through land use changes and mobility improvements.

### **Policies**

**RES-1.1** ~~Where permitted, d~~Discretionary projects should be designed to reduce vehicle miles traveled by:

- Providing a mixture of residential/commercial or industrial/commercial uses; and
- Incorporating multimodal connections and amenities.

**RES-1.2** Fugitive dust and particulates shall be minimized during construction through compliance with all VCAPCD rules and regulations including, but not limited to, Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

**RES-1.3** New industrial development shall be located and designed to avoid the exposure of sensitive receptors (e.g., residential areas, schools, hospitals, etc.) to hazardous air emissions.

**RES-1.4** Discretionary development shall include facilities for electric car charging stations as identified in the Old Town Saticoy Development Code or other applicable State regulations.

Discretionary projects as defined in the NCZO and Old Town Saticoy Development Code would be reviewed for conformance with APCD thresholds during the discretionary permitting process and appropriate mitigation measures would be applied as conditions of approval. However, projects associated with full buildout of the Area Plan Update would be smaller than the screening levels and would therefore be assumed to result in emissions below the current VCAPCD thresholds of significance. Such projects would not require further review with regards to air quality emissions and impacts would be *less than significant*.

**Impact AQ -3 Future construction within the Plan area would generate temporary air pollutant emissions of ozone precursors ROG and NO<sub>x</sub>, as well as particulate emissions, including fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>). VCAPCD recommends that lead agencies require construction techniques that would limit such emissions. These techniques would be required to be incorporated as Conditions of Approval through Conditional Use Permits or Planned Development Permits for future development projects within the Plan area. Impacts would be *less than significant*.**

Construction activity that would be facilitated by the Area Plan Update would cause temporary emissions of various air pollutants. The ozone precursors NO<sub>x</sub> and ROG would be emitted by operation of construction equipment, while fugitive dust (PM<sub>10</sub>) would be emitted by activities that disturb the soil, such as grading and excavation, road construction and building construction. As previously stated, the Ventura County portion of the Basin is in non-attainment for the federal 2008 standard for 8-hour ozone. Specific information regarding the location and scale of development projects, soil types, and locations of sensitive receptors is required to quantify the level of emissions associated with construction activity. Because of the programmatic nature of the proposed Area Plan, specific development is not currently available; therefore, a qualitative approach to characterizing construction related air emissions has been employed to address potential air quality impacts associated with temporary construction activities.

As mentioned above, the VCAPCD has not adopted significance thresholds for construction-related emissions since such emissions are temporary. Nevertheless, the VCAPCD *Ventura County Air Quality Assessment Guidelines* (2003) recommend various techniques to reduce construction-related emissions associated with individual developments, which would be required to be incorporated as Conditions of Approval in all discretionary permits issued within the Saticoy Area Plan, including Conditional Use Permits or Planned Development Permits, for future development projects within the Plan area. VCAPCD-recommended construction techniques, listed below, would therefore be used to limit emissions of both ozone precursors (NO<sub>x</sub> and ROG) and fugitive dust (PM<sub>10</sub>):

- *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 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.*

In addition, future construction activity within the Plan area would be subject to the following Area Plan policy.

### **Policy**

**RES-1.2** Fugitive dust and particulates shall be minimized during construction through compliance with all VCAPCD rules and regulations including, but are not limited to Rule 50 (Opacity), Rule 51 (Nuisance), and Rule 55 (Fugitive Dust).

The above mentioned policy and APCD-recommended construction techniques would reduce the overall level of air emissions related to operation of construction equipment and grading/ground disturbing activities occurring within the Plan area for all grading permits processed by the Public Works Agency or for all discretionary permits processed by the Planning Division.

The demolition of existing older structures constructed using asbestos containing materials (ACMs) may also occur. Demolition activity that results in a release of 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. This is enforced by the Building and Safety Division through the demolition

permit process. Furthermore, individual projects facilitated by the proposed Area Plan would be required to implement additional mitigation if site-specific environmental review identifies the potential to exceed the applicable VCAPCD construction-related air pollutant emission thresholds.

Adherence to applicable Area Plan policies and VCAPCD rules would reduce potential construction-related impacts to a **less than significant** level.

**Impact AQ -4 Impacts to human health from exposure to emissions of toxic air contaminants from vehicle traffic on State Route 118, train traffic on the Union Pacific Railroad, and local industrial sources would occur if TAC emissions resulted in excess cancer and chronic risks that exceed VCAPCD's thresholds at sensitive receptors. Buildout of the Area Plan Update would not expose sensitive receptors to health risks that exceed these thresholds. Impacts would be *less than significant*.**

In order to assess the maximum potential health risks within the Plan area, thirteen sensitive receptor locations in the Plan area nearest to SR 118 and rail line were chosen as the maximum exposed individual residential (MEIR) receptors (see Figure 4.1-2 below for modelled sensitive receptor locations). Each of these MEIR were located on proposed land use designations or zoning classifications that allow for sensitive receptors, such as residences, near industrial land uses, SR 118, and the UPRR.

The results of the HARP modeling for carcinogenic and chronic health risks are shown in Table 4.1-6. No significant carcinogenic health risk was determined for the 9-year, 30-year, 70-year adult resident or for the 9-year child resident. Please see the Appendix D.4 for more detailed accounting of the risk at each site per pollutant of concern.

Figure 4.1-2 Sensitive Receptor Locations



Imagery provided by Google and its licensors © 2014. Additional basemap data from Ventura County RMA, 2014.

**Table 4.1-6 Potential Health Risks at Receptors**

	Excess Cancer Risk	Exceed Criterion? (1E-05)	OEHHA Chronic Hazard Quotient <sup>2</sup>	Exceed Criterion? (>1)
<b>Sensitive Receptor 2402</b>				
9-year Resident				
Adult <sup>1</sup>	3.12E-07	No	1.73E-03	No
Child	4.61E-07	No	--	--
30-year Adult	1.04E-06	No	1.73E-03	No
70-year Lifetime	2.42E-06	No	1.73E-03	No
<b>Sensitive Receptor 2403</b>				
9-year Resident				
Adult	3.92E-07	No	2.11E-03	No
Child	5.79E-07	No	--	--
30-year Adult	1.31E-06	No	2.11E-03	No
70-year Lifetime	3.05E-06	No	2.11E-03	No
<b>Sensitive Receptor 2404</b>				
9-year Resident				
Adult	2.64E-07	No	1.44E-03	No
Child	3.90E-07	No	--	--
30-year Adult	8.80E-07	No	1.44E-03	No
70-year Lifetime	2.05E-06	No	1.44E-03	No
<b>Sensitive Receptor 2405</b>				
9-year Resident				
Adult	1.69E-07	No	9.16E-04	No
Child	2.50E-07	No	--	--
30-year Adult	5.64E-07	No	9.16E-04	No
70-year Lifetime	1.32E-06	No	9.16E-04	No
<b>Sensitive Receptor 2406</b>				
9-year Resident				
Adult	5.19E-07	No	2.83E-03	No
Child	7.68E-07	No	--	--
30-year Adult	1.73E-06	No	2.83E-03	No
70-year Lifetime	4.04E-06	No	2.83E-03	No
<b>Sensitive Receptor 2407</b>				
9-year Resident				
Adult	9.03E-07	No	4.73E-03	No
Child	1.34E-06	No	--	--



**Table 4.1-6 Potential Health Risks at Receptors**

	Excess Cancer Risk	Exceed Criterion? (1E-05)	OEHHA Chronic Hazard Quotient <sup>2</sup>	Exceed Criterion? (>1)
30-year Adult	3.01E-06	No	4.73E-03	No
70-year Lifetime	7.02E-06	No	4.73E-03	No
<b>Sensitive Receptor 2408</b>				
9-year Resident				
Adult	5.63E-07	No	2.96E-03	No
Child	8.32E-07	No	--	--
30-year Adult	1.88E-06	No	2.96E-03	No
70-year Lifetime	4.38E-06	No	2.96E-03	No
<b>Sensitive Receptor 2409</b>				
9-year Resident				
Adult	3.93E-07	No	2.05E-03	No
Child	5.82E-07	No	--	--
30-year Adult	1.31E-06	No	2.05E-03	No
70-year Lifetime	3.06E-06	No	2.05E-03	No
<b>Sensitive Receptor 2410</b>				
9-year Resident				
Adult	2.88E-07	No	1.46E-03	No
Child	4.26E-07	No	--	--
30-year Adult	9.61E-07	No	1.46E-03	No
70-year Lifetime	2.24E-06	No	1.46E-03	No
<b>Sensitive Receptor 2411</b>				
9-year Resident				
Adult	7.51E-07	No	4.04E-03	No
Child	1.11E-06	No	--	--
30-year Adult	2.50E-06	No	4.04E-03	No
70-year Lifetime	5.84E-06	No	4.04E-03	No
<b>Sensitive Receptor 2412</b>				
9-year Resident				
Adult	7.51E-07	No	4.04E-03	No
Child	1.11E-06	No	--	--
30-year Adult	2.50E-06	No	4.04E-03	No
70-year Lifetime	5.84E-06	No	4.04E-03	No
<b>Sensitive Receptor 2413</b>				
9-year Resident				
Adult	5.96E-07	No	3.12E-03	No

**Table 4.1-6 Potential Health Risks at Receptors**

	Excess Cancer Risk	Exceed Criterion? (1E-05)	OEHHA Chronic Hazard Quotient <sup>2</sup>	Exceed Criterion? (>1)
Child	8.80E-07	No	--	--
30-year Adult	1.99E-06	No	3.12E-03	No
70-year Lifetime	4.63E-06	No	3.12E-03	No
<b>Sensitive Receptor 2414</b>				
9-year Resident				
Adult	3.41E-07	No	1.79E-03	No
Child	5.04E-07	No	--	--
30-year Adult	1.14E-06	No	1.79E-03	No
70-year Lifetime	2.65E-06	No	1.79E-03	No

See Appendix D.4 for complete model results.

1. For an adult living in the community for 9 years at location 2402, the excess cancer risk would equal 3 in 10,000,000. This is compared to the acceptable risk level adopted by VCAPD of 10 in 1,000,000. The chronic hazard for the same individual would be 0.002. This is compared to the acceptable risk level adopted by VCAPD of less than 1.

2: Note that chronic risk does not change with increase in years as calculation terms cancel out.

As indicated in Table 4.1-6, the chronic health risk for the closest on-site habitable units (MEIR receptors shown in Figure 4.1-2) associated with emissions from vehicles on SR 118, train traffic on UPRR, and industrial sources are not significant, as chronic inhalation health hazards are below the VCAPCD threshold hazard index of 1.0. The chemicals most responsible for the below threshold chronic inhalation risk are 1,3 butadiene and formaldehyde. Please see Appendix D.4 for more detailed accounting of the risk per pollutant of concern.

Based on the above, impacts of long-term emissions on human health from implementation of the Area Plan would be *less than significant*.

**Impact AQ-5 Impacts related to odors would occur if development allowed under the Area Plan Update would produce odors that would negatively impact area residents. The existing regulatory framework would prevent construction and operation of new uses associated with buildout from generating objectionable odors. Impacts would be *less than significant*.**

Odors. According to the SCAQMD *CEQA Air Quality Handbook*, land uses typically producing objectionable odors include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed Area Plan Update does not specifically include any uses that would be associated with objectionable odors; however, it is possible that industrial uses could be developed within the Plan area which may include operations that could result in odors. The proposed land use plan would result in industrial uses

located within 100 feet of residential uses. As required by General Plan Policy 3.4.2(4), the development of industrial uses shall be designed to provide adequate buffering and on-site activities shall be regulated to minimize adverse impacts, including odors, on adjoining residential areas. Other odor emissions from development facilitated by the proposed Area Plan Update would be limited to odors associated with vehicle and engine exhaust and idling. Adherence to the General Plan Policy 3.4.2(4) during the development review process would ensure that impacts associated with odors would be ***less than significant***.

During construction activities, only short-term, temporary odors from vehicle exhaust and construction equipment engines would occur. Construction-related odors would cease upon completion of construction activity. While these activities would be ongoing throughout the Plan area and would occur intermittently over many years, the construction techniques recommended by the VCAPCD, including reduced idling time for vehicles and minimizing the amount of equipment operating at one time, would be required to be incorporated as Conditions of Approval through Conditional Use Permits or Planned Development Permits for future development projects within the Plan area. Incorporation of VCAPCD recommended construction techniques would ensure that odors from temporary construction activity would not result in significant odor impacts at existing receptors. Therefore, the project would have a ***less than significant*** impact related to objectionable odors during construction and operation.

**Impact AQ-6 Cumulative impacts related to air quality would occur if buildout of the Area Plan Update would cause population, housing, or job forecasts for the County to be exceeded. Buildout would not cause these forecasts to be exceeded and the Plan's contribution to cumulative air quality impacts would not be cumulatively considerable.**

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 PM<sub>10</sub> and PM<sub>2.5</sub>. When population growth exceeds the forecasts upon which the AQMP 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 in Impact AQ-1 above, the Saticoy Area Plan Update development forecasts (2035) do not exceed the AQMP forecasts for the unincorporated county area or the county as a whole and therefore 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***.

#### **4.1.3 Mitigation Measures and Residual Impacts**

There are no potentially significant impacts associated with any of the above criteria; no mitigation measures would be required.

#### 4.1.4 General Plan Consistency

General Plan Consistency was confirmed in the Initial Study and is not discussed further in this EIR.

## 4.2 WATER RESOURCES – GROUNDWATER AND SURFACE WATER QUALITY

### 4.2.1 Setting

#### 4.2.1.1 Environmental Setting

Hydrology in the Plan Area and Vicinity. The Plan area is located within the boundaries of the Lower Santa Clara River Groundwater Basin and local coastal drainages in the cities of Ventura and Oxnard. Long Canyon, located in the hills north of the Plan area, drains to Brown Barranca, a drainage that is under the jurisdiction of the Ventura County Watershed Protection District (VCWPD). Brown Barranca is the primary drainage in the vicinity of the Plan area. With exception of a concrete lined channel located under Telephone Road, Brown Barranca is an open, stabilized, earthen trapezoidal channel extending from the northwestern boundary of the Plan area to the southwestern discharge location into the Santa Clara River. Brown Barranca partially forms the western border of the Plan area boundary; the area occupied by the Saticoy Sanitary District Jose Flores Wastewater Treatment Plant is located on the western side of Brown Barranca.

Franklin Barranca is a concrete lined trapezoidal channel that extends from Highway 126 and continues south to discharge into the Santa Clara River immediately south of the Plan area. Franklin Barranca transports water from Peppertree Canyon located northeast of the Plan area and partially forms the eastern border of the Plan area. Refer to Figure 4.2-1 for a map of the drainage features within the vicinity of the Plan area.

Drainage within Plan Area. The Plan area consists of 241 acres that extends from approximately Aster Street to the north down to the Santa Clara River to the south. As noted previously, Brown Barranca partially forms the western boundary and Franklin Barranca partially forms the eastern boundary of the Plan area. The Plan area is predominantly developed with a combination of community facilities, commercial, residential, and industrial land uses.

Paved streets, gutters, and earth lined ditches within the Plan area divert overland flow into storm drains designed to transport stormwater to Brown and Franklin Barrancas. Overland flows from agricultural fields located to the east of the Plan area flow into Franklin Barranca. In addition, Saticoy Drain originates north of the Plan area at Pajaro Drive and Highway 126; surface discharge into the drain includes runoff from residential land uses and runoff from Highway 126. Overland flow from Saticoy Drain is diverted underground at Darling Road, approximately 1,000 feet from the northern Plan area boundary. Saticoy Drain transports flow underground to its junction with Brown Barranca located beneath the Telephone Road/Wells Road intersection. Both

Franklin and Brown Barrancas generally flow in a southerly direction and ultimately discharge into the Santa Clara River.

Surface and Groundwater Quality. The State Water Resources Control Board (SWRCB) has identified the segment of Brown Barranca along the Plan area boundary as impaired under Section 303(d) of the federal Clean Water Act and has designated a Total Maximum Daily Load (TMDL) for Brown Barranca for Nitrate and Nitrite. See section 4.2.2.B of this section for more information on the federal Clean Water Act and the TMDL program. Identified sources of nitrate and nitrite for Brown Barranca include agriculture runoff, atmospheric deposition, groundwater loadings, groundwater withdrawal, irrigated crop production, point sources dry/ wet weather discharge, and wastewater systems.

The Saticoy Sanitary District (Jose Flores Waste Water Treatment Plant) located at 1419.5 Lirio Street in Saticoy services the community of Saticoy. The treatment plant has been identified by the Los Angeles Regional Water Quality Control Board as exceeding effluent limitations for multiple constituents. Identified historical effluent constituents from the treatment plant include Boron, Total Dissolve Solids, and Sulfate. A Cease and Desist Order dated June 25, 2013 No. R4-2013-0098 File No.54-008 identifies June 8, 2015 as when the treatment plant is required to achieve full compliance with all requirements in Waste Discharge Order No. R4-2013-0092.

Additional non-point sources of pollution to surface and groundwater resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, high and low pH and coliform bacteria.

Figure 4.2-1 Drainage Features in Project Area



Imagery provided by Google and its licensors © 2014. Additional basemap data from Ventura County RMA, 2014.

#### 4.2.1.2 Regulatory Setting

Development in the Plan area is subject to various local, state, and federal regulations and permits regarding the use and protection of water resources. The Los Angeles Regional Water Quality Control Board and the VCWPD are the primary agencies responsible for the protection of watersheds, floodplains, and water quality in the Plan area.

The primary regulatory control relevant to the protection of water quality is federal National Pollutant Discharge Elimination System (NPDES) permit program, which regulates discharges into surface waters and is administered by the SWRCB. The SWRCB has adopted various NPDES permits for a variety of activities that have the potential to discharge pollutants to Waters of the State. The SWRCB establishes requirements prescribing the quality of point sources of discharge and establishes water quality objectives for surface and groundwaters. These objectives are established based on the designated beneficial uses (e.g., water supply, recreation, and habitat) for a particular surface water or groundwater.

NPDES permits are issued to point source dischargers of pollutants to surface waters and are issued pursuant to Water Code Chapter 5.5 that implements the federal Clean Water Act. Examples include, but are not limited to, public wastewater treatment facilities, industries, power plants, and groundwater cleanup programs discharging to surface waters (State Water Resources Control Board, Title 23, Chapter 9, Section 2200).

For construction activities, General Permit No. CAS000002 (Order 2009-0009-DWQ, as amended from time to time) for discharges of stormwater associated with construction activity applies to projects that would disturb one or more acres. If the General Permit Applies to a project, Stormwater Pollution Prevention Plans (SWPPP) including runoff monitoring program is required to be generated and implemented for the duration of construction activities.

Industrial Stormwater General Permit Order No. CAS000001 (Order 2014-0057-DWQ, as amended from time to time) regulates discharges associated with nine broad categories of industrial activities. The General Industrial Permit requires the implementation of management measures that will achieve the performance standard of Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology. SWPPP, including a runoff monitoring program, is required to be generated and implemented for the duration of industrial activities.

The VCWPD, County of Ventura and incorporated cities are all subject to Municipal Stormwater Permit No. CAS004002 (Order No. R4-2010-0108, as amended from time to time), for waste discharge requirements for stormwater (wet weather) and non-stormwater (dry weather) discharges from the municipal separate storm sewer

systems (MS4s), otherwise known as the MS4 Permit. This Order expires on July 8, 2015; the Plan area will be subject to current and future adopted MS4 Permits.

The Water Quality Control Plan for the Los Angeles Region (the “Basin Plan”) adopted in 1994, was designed to preserve and enhance water quality and to protect the beneficial uses of regional waters in the coastal watersheds of Los Angeles and Ventura County. The Basin Plan designates beneficial uses for surface and ground waters, sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state’s anti-degradation policy, and describes implementation programs to protect all waters in the Region (Additional information at State Water Resource Control Board website: [http://www.waterboards.ca.gov/losangeles/water\\_issues/programs/basin\\_plan/basin\\_plan\\_documentation.shtml](http://www.waterboards.ca.gov/losangeles/water_issues/programs/basin_plan/basin_plan_documentation.shtml)).

The Regional Water Quality Control Board develops and adopts the TMDL of constituents impairing a water body to address listing under Section 303(d) of the federal Clean Water Act. TMDL is a regulatory term describing a value of the maximum amount of a pollutant that a body of water can receive while still meeting water quality standards. TMDLs are described in the Basin Plan. Brown Barranca and Franklin Barranca are tributaries to Santa Clara River and therefore subject to Bacteria Indicator TMDL effective since March 2012 and Nitrogen Compounds TMDL effective since March 2004. Monitoring and reduction of TMDL pollutants requirements are assigned to the TMDL Responsible Parties for implementation according to the TMDL schedule.

Locally, the Post-Construction Stormwater Management Plan (PCSMP) is required for new development and redevelopment projects meeting applicability criteria of the MS4 Permit. The PCSMP sets forth the basis for planning and design requirements for new development and contains design standards for treatment control Best Management Practices (BMPs) for stormwater runoff for most new construction and redevelopment projects. Permittees may use such BMPs as source reduction methods (i.e. storm drain messaging and signage and outdoor trash storage area design), active treatment (filtration or other approved method), catch basins, screening devices, or other technology to achieve the desired results. The purpose of these measures is to control the pollutants associated with “first flush” events that occur when the first substantial rainfall of the rainy season washes the pollutants accumulated during the dry season from the developed watershed.

Additional BMPs may be required by ordinance or code adopted by the County and applied generally or on a case-by-case basis. The County is required to implement the requirements of the PCSMP, and developers are required to comply with those provisions.



## 4.2.2 Impact Analysis

### Methodology and Significance Thresholds

This evaluation is based on a review of existing information that has been developed for the proposed Area Plan and other available regional sources. The significance criteria for impacts on water resources are established in the 2010 adopted Ventura County Initial Study Assessment Guidelines (ISAG).

Criteria for determining if a land use or project activity has the potential to cause a significant adverse impact upon groundwater and surface water resources in itself or on a cumulative basis include, but are not limited to:

- Any land use or project proposal that will individually or cumulatively degrade the quality of groundwater and cause groundwater to exceed groundwater quality objectives set by the Los Angeles Regional Water Quality Control Board Water Quality Control Plan (the "Basin Plan") shall be considered to have a significant impact. (ISAG 2b-1)
- A land use or project shall be considered to have a significant impact on groundwater quality where there is evidence that the proposed land use or project could cause the quality of groundwater to fail to meet the groundwater quality objectives set by the Basin Plan. This finding of a potential significant groundwater quality impact shall remain until such time as reliable studies determine otherwise. (ISAG 2b-2)
- Any land use or project that proposes the use of groundwater in any capacity and is located within two miles of the boundary of a former or current test site for rocket engines. (ISAG 2b-3)
- General Plan Goals and Policies - Any project that is inconsistent with any of the policies or development standards relating to groundwater quality of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan (above), may result in a significant environmental impact. This threshold is not applicable if the project includes a General Plan Amendment (GPA) that would eliminate the inconsistency, and the GPA itself would not have a significant impact on groundwater quality or be inconsistent with any groundwater quality policy or development standard of the General Plan or applicable Area Plan (above). (ISAG 2b-4)
- Any project that will increase surface water consumptive use (demand), either individually or cumulatively, in a fully appropriated stream reach as designated by SWRCB or where unappropriated surface water is unavailable, shall be considered to have a significant adverse impact on surface water quantity. (ISAG 2c-1)
- Any project that will increase surface water consumptive use (demand) including but not limited to diversion or dewatering downstream reaches, either individually or cumulatively, resulting in an adverse impact to one or more of the beneficial uses listed in the Basin Plan per Section B, above, is considered a significant adverse impact. (ISAG 2c-2)

- General Plan Goals and Policies - Any project that is inconsistent with any of the policies or development standards relating to surface water quantity of the Ventura County General Plan Goals, Policies and Programs or applicable Area Plan (above), may result in a significant environmental impact. This threshold is not applicable if the project includes a General Plan Amendment (GPA) that would eliminate the inconsistency, and the GPA itself would not have a significant impact on surface water quantity or be inconsistent with any surface water quantity policy or development standard of the General Plan or applicable Area Plan (above). (ISAG 2c-3)
- Any land use or project proposal that is expected to individually or cumulatively degrade the quality of Surface Water causing it to exceed water quality objectives as contained in Chapter 3 of the three Basin Plans. (ISAG 2d-1)
- Any land use or project development that directly or indirectly causes stormwater quality to exceed water quality objectives or standards in the applicable Municipal Stormwater Permit or any other NPDES Permits. (ISAG 2d-2)

Impacts related to groundwater quality (ISAG 2b-1, 2b-2, 2b-3, and 2b-4), increase in surface water consumptive use (ISAG 2c-1 and 2c-2) and consistency with applicable surface water resource goals and policies (ISAG 2c-3) were determined to be less than significant or have no impact in the Initial Study. Refer to the Initial Study in Appendix A for a more detailed discussion of no impacts or less than significant impacts.

### **Project Impacts**

**Impact WQ -1 Development under the Area Plan, including increases in the amount and intensity of industrial uses, could result in an increase in pollutants in stormwater and wastewater. However, compliance with NPDES permits requirements, the County's Stormwater County of Ventura Ordinance Code No. 4450, the Non-Coastal Zoning Ordinance, County Stormwater Ordinance, the Basin Plan objectives and beneficial uses, General Plan policies, proposed Area Plan goals, policies, and development standards would reduce impacts to a *less than significant* level.**

The Plan area is bordered by Brown Barranca along the western boundary and Franklin Barranca along the eastern boundary, both of which drain to the Santa Clara River. Both barrancas are tributaries to Santa Clara River and subject to two effective TMDLs for Bacteria and Nitrogen of the Basin Plan

The primary sources of non-point source pollution to surface water resources include stormwater runoff from paved areas, which can contain hydrocarbons, sediments, pesticides, herbicides, toxic metals, high and low pH and coliform bacteria. Development under the Area Plan Update would potentially result in alterations to drainage, such as changes in ground surface permeability via paving, and changes in topography via grading and excavation. As such, the Area Plan would increase the area covered by impervious surfaces, resulting in potential increases in surface runoff. Increased runoff could impact water quality down-gradient of the project site by

increasing erosion or sedimentation. Thus, runoff from the Plan area could result in violation of water quality or waste discharge standards.

The Area Plan Update would result in a minor increase in commercially zoned land, an increase in industrially zoned land (see Table 2.6-5), and redistribution in the type of industrially zoned land. Most of the proposed changes to industrial land use are located within Old Town Saticoy, where vacant land located along its southern border would be re-designated from residential to industrial use. The proposed Area Plan would also result in a net loss of land zoned for medium-density residential development, but would increase the amount of land zoned for higher-intensity residential use. There are approximately 240 total acres of land of which approximately 8 acres are vacant within Old Town and 7 acres are vacant in the south industrial area, and other miscellaneous smaller parcels, within the Saticoy Area Plan boundary that could be developed with residential, commercial and industrial uses over the life of the proposed Area Plan (20 years).

The intensification of land uses and rezoning of residential to industrial uses could potentially result in the addition of contaminants into both the stormwater runoff entering the surface drainage system and the wastewater stream entering the local wastewater collection and treatment system, once these properties are developed/redeveloped. Industrial facilities have the potential to accumulate deposits of oil, grease, pH, total suspended solids, and heavy metals. During storms or unauthorized discharge events, these deposits could be washed from the surfaces into and through the local drainage systems and ultimately into the Santa Clara River.

Industrial runoff can have a variety of deleterious effects. Oil and grease contain a number of hydrocarbon compounds, some of which are toxic to aquatic organisms at low concentrations. Increase in pH can be toxic to aquatic organisms by accelerating the leaching of heavy metals. Decrease in pH can be toxic to aquatic organisms especially to immature fish and insects. Suspended solids can increase turbidity, causing reduced visibility, and increase in stream temperatures. Heavy metals such as lead, cadmium, and copper are the most common metals found in industrial stormwater runoff. These metals can be toxic to aquatic organisms, and have the potential to contaminate drinking water supplies.

Permitted industrial facilities within the region are covered by the NPDES Industrial Stormwater General Permit No. CAS000001 Order 2014-0057 DWQ (IGP), which is approved, implemented, and monitored by the Regional Water Resources Control Board. The purpose of this permit is to govern discharges associated with industrial facilities. The IGP requires the implementation of management measures that will achieve the performance standard of Best Available Technology Economically Achievable and Best Conventional Pollutant Control Technology. The IGP also requires the development of a SWPPP including a monitoring plan. Through the SWPPP, sources of pollutants are to be identified and the means to manage the sources to reduce stormwater pollution are described. Implementation of the applicable requirements of

the IGP would occur as Conditions of Approval applied to discretionary development projects located within the Area Plan and include the following:

**Prepare a SWPPP.** Facilities covered under the IGP should prepare and implement a SWPPP. The SWPPP shall fully comply with RWQCB requirements and shall contain specific BMPs to be implemented during operation of the facility. At a minimum, the following BMPs shall be included within the SWPPP:

1. Good Housekeeping: Observe all outdoor areas associated with industrial activity; including stormwater discharge locations, drainage areas, conveyance systems, waste handling/disposal areas, and perimeter areas impacted by off-facility materials or stormwater run-on to determine housekeeping needs. Any identified debris, waste, spills, tracked materials, or leaked materials shall be cleaned and disposed of properly.
2. Preventive Maintenance: Establish procedures for prompt maintenance and repair of equipment, and maintenance of systems when conditions exist that may result in the development of spills or leaks.
3. Spill and Leak Prevention and Response: Develop and implement spill and leak response procedures to prevent industrial materials from discharging through the stormwater conveyance system. Spilled or leaked industrial materials shall be cleaned promptly and disposed of properly.
4. Material Handling and Waste Management: Prevent or minimize handling of industrial materials or wastes that can be readily mobilized by contact with stormwater during a storm event.
5. Erosion and Sediment Controls: Maintain effective perimeter controls and stabilize all site entrances and exits to sufficiently control discharges of erodible materials from discharging or being tracked off the site.
6. Employee Training Program: Ensure that all team members implementing the various compliance activities of this IGP are properly trained to implement the requirements of IGP.
7. Quality Assurance and Record Keeping: Develop and implement management procedures to ensure that appropriate staff implements all elements of the SWPPP, including the Monitoring Implementation Plan. Develop a method of tracking and recording the implementation of BMPs identified in the SWPPP.

As noted previously, future new development and redevelopment under the Area Plan would be subject to the Ventura Countywide Municipal Stormwater Permit No. CAS004002 and Construction General Permit No. CAS 000002 (CGP) including requirements for post-construction BMPs. The requirements of the PCSMP, as per the MS4 permit, would address impacts to water quality from stormwater from most new construction and redevelopment projects, including non-industrial uses.

The CGP is required for proposed construction projects over 1 acre in total area, for the duration of the project. Implementation of the applicable requirements of the CGP would include:

**Stormwater Pollution Prevention Plans (SWPPP).** Prior to beginning construction a Legally Responsible Person (LRP) shall file Permit Registration Documents (PRD) with the Stormwater Multiple Application and Report Tracking System and a SWPPP, each PRD shall include a Notices of Intent or No Exposure Certifications. At a minimum, the SWPPP shall include BMPs, and runoff monitoring program.

**Best Management Practices (BMPs)** include scheduling of activities, prohibitions of practices, maintenance procedures, and other management practices to prevent or reduce the discharge of pollutants. BMPs also include treatment requirements, operating procedures, and practices to control site runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage.

**Compliance Site Monitoring Plan (CSMP)** is required to include the visual monitoring requirements and schedule to conduct all SWPPP inspections necessary to comply with the CGP.

**Sampling and Analysis Plan (SAP)** is required to describe the water quality sampling and analysis procedures and schedule for the site activities.

In addition to stormwater runoff, polluted wastewater could be discharged by development facilitated under the proposed Area Plan. Particularly, the increase in higher-intensity residential uses could potentially increase the quantity of wastewater contaminated with household chemicals. Wastewater generated in the Plan area is treated by Saticoy Sanitary District (Jose Flores Waste Water Treatment Plant). As described above, the treatment plant has been identified by the Los Angeles Regional Water Quality Control Board as exceeding effluent limitations for multiple constituents, including Boron, Total Dissolve Solids, and Sulfate. A Cease and Desist Order dated June 25, 2013 No. R4-2013-0098 File No.54-008 identifies June 8, 2015 as when the treatment plant is required to achieve full compliance with all requirements in Waste Discharge Order No. R4-2013-0092. Refer to Section 4.10, Wastewater Supply and Demand, for a detailed description of wastewater services for the project area.

There are a number of General Plan goals and policies as well as goals, policies, and development standards included in the Area Plan Update, which provide additional environmental protection related to water quality and that support the goals and policies of the General Plan by updating and reinforcing the language to ensure compliance with current MS4 permit and NPDES permit requirements. As previously noted, Area Plan policies and development standards would be implemented as Conditions of Approval for discretionary development within the Area Plan. Examples are listed below.

## Public Facilities Goal #2

Water conservation and water quality protection measures are implemented in new construction, landscaping and irrigation systems.

### Policies

**PF-2.1** Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:

- Water-conserving landscaping and irrigation systems;
- Low impact development practices;
- Use of dual flush toilets and other water-saving appliances; and
- Installation of gray water systems.

**PF-2.2** Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.

**PF-2.3** Discretionary development shall be designed to adequately protect groundwater quality as determined by the Watershed Protection District.

Although proposed impacts are not expected to be significant, the following proposed Design Guidelines would further reduce the potential for water quality impacts from stormwater for development located in Old Town Saticoy:

**Storm-water Management:** Groundwater recharging and stormwater runoff prevention should be incorporated into the design of new building sites.

Recommended strategies include:

- Rain gardens and vegetated swales used to control, convey and filter rainwater runoff.
- Pervious pavements that allow stormwater to infiltrate directly into the ground below. Acceptable permeable surfaces include pervious concrete, pervious pavers, decomposed granite, and gravel.

Compliance with NPDES permit requirements, existing General Plan policies, and proposed Area Plan goals, policies, and design guidelines would minimize the potential for reductions in surface water and groundwater quality resulting from buildout of the Area Plan to the maximum extent practicable. Compliance with the various NPDES permit requirements would ensure that stormwater quality would not exceed water quality objectives or standards in the applicable NPDES permits. Impacts would be **less than significant**.

### **4.2.3 Mitigation Measures and Residual Impacts**

No significant impacts related to groundwater and surface water quality were identified under the threshold criteria. Therefore, no mitigation measures would be required.

### **4.2.4 General Plan Consistency**

General Plan Consistency was confirmed in the Initial Study and is not discussed further in this EIR.

## **4.3 WATER RESOURCES – GROUNDWATER AND SURFACE WATER QUANTITY**

### **4.3.1 Setting**

*A Water Supply and Water Demand Technical Study (Water Study) was prepared for the Saticoy Area Plan Update by Milner-Villa Consulting in 2015 and forms the basis for this analysis. The Water Study is included as Appendix D.5. The Water Study assessed the setting, available water supply, and existing and future water demand for the geographic area served by Ventura Water (City of Ventura), which is responsible for supplying water to the Plan area. The Plan area is located adjacent to the eastern boundary of the City of Ventura, within the City’s Sphere of Influence.*

#### **Environmental and Regulatory Setting**

Regional Characteristics. The Plan area is located in the western portion of Ventura County. Rugged mountainous terrain covers most of northern Ventura County while broader alluvial valleys and lower rolling topography occur in the southern portions of the county. Mountainous areas to the north rise to elevations in excess of 6,000 feet above mean sea level (msl). Ground surface elevations vary from about sea level to approximately 250 feet above msl in the local foothills. The Santa Clara River flows for 84 miles from Pacifico Mountain to the Santa Clara River Estuary, where it meets the Pacific Ocean. The Santa Clara River, which flows south of the Plan area, drains an area of 1,634 square miles, including most of northern Ventura County (60 percent of the watershed) and northwestern Los Angeles County (40 percent of the watershed). Nearly 90 percent of this drainage area is characterized by rugged topography, while the remainder consists of flatter, valley floor and coastal plain topography.

Local Climate. Ventura has a climate similar to a Mediterranean coastal city. That is, the winters are cool and wet, and the summers are mild and dry. Temperatures only rarely fall below freezing in winter. The average daily maximum temperature range is mid-60s to low 70s degrees Fahrenheit. The area has an average rainfall of approximately 14.7 inches.

Overdrafted Groundwater Basins. The City’s potable water supply is derived from local groundwater basins, Lake Casitas, and sub-surface water from the Ventura River. Figure 4.3-1 shows the groundwater basin boundaries within the region. As described

in the Initial Study, there are presently six local water sources that provide water for the City including: Mound Groundwater Basin, Oxnard Plain Groundwater

Basin, Casitas Municipal Water District, Ventura River Foster Park Area (Surface Water Intake and Upper Ventura River Groundwater Basin/Subsurface Intake and Wells), and non-potable recycled water. The City also receives a portion of its water supply from the Santa Paula Basin. In turn, properties within the Saticoy Area Plan boundary obtain a portion of their water supply from the Santa Paula Basin. The Santa Paula Basin recharges the Forebay Basin, and the Forebay Basin recharges the Oxnard Plain Groundwater Basin (Oxnard Basin). The Oxnard Basin is considered to be in overdraft.

The Oxnard Basin is bounded on the north by the Oak Ridge fault, on the south by the Santa Monica Mountains, on the east by the Pleasant Valley and Las Posas Valley Basins, and on the west by the Pacific Ocean. Wells near the Buenaventura Golf Course have extracted water from the Oxnard Basin since 1961. Currently, two wells produce potable water for the City's system and a third well is out of service for major rehabilitation. This third well could be used as an emergency source and will only return to service during a drought, following the replacement of wellhead, pump, electrical, and raw water connection. These wells (the "Golf Course Wells") pump from the Fox Canyon Aquifer of the Oxnard Basin.

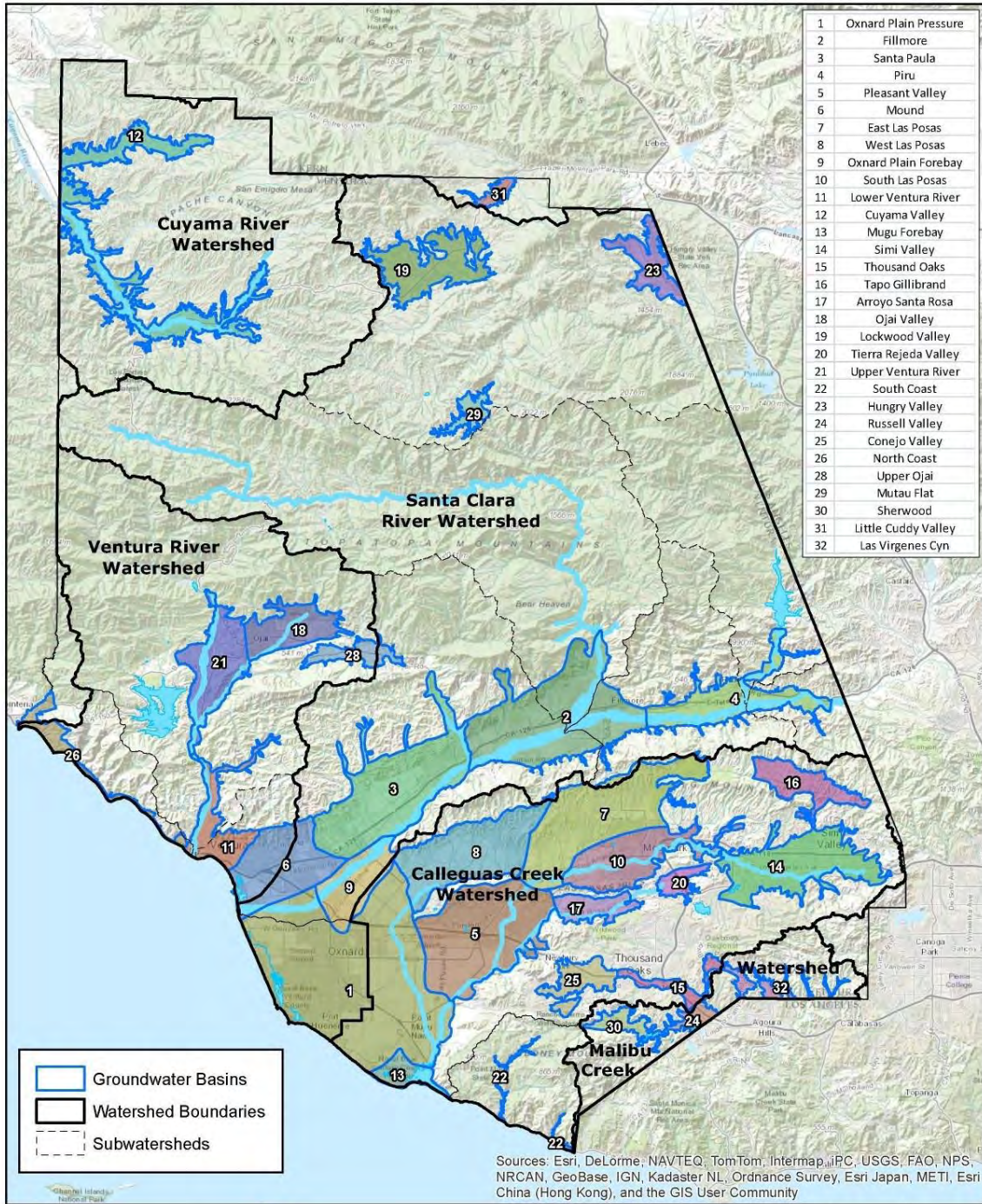
Fox Canyon Groundwater Management Agency. The Fox Canyon Groundwater Management Agency (FCGMA) was created at the direction of the State Water Resources Control Board to address ongoing overdraft and seawater intrusion into the Oxnard Basin. The purpose of the FCGMA is to manage the region's groundwater supply by protecting the quantity and quality of local groundwater resources and by balancing the supply and demand for groundwater resources.

The FCGMA has jurisdiction over groundwater pumping for all of the land which overlies the Fox Canyon Aquifer. This encompasses approximately 185 square miles and includes the Oxnard Forebay Basin and Oxnard Basin. While the basins of the FCGMA are not adjudicated, the basins are fully managed by FCGMA. The most significant ordinance of the FCGMA is Ordinance No. 8, as amended. Ordinance 8 provides for baseline allocations, historical allocations, transfers, schedule of historical pumping allocation reductions, irrigation efficiency, and penalties for exceeding pumping allocations. This ordinance required reductions in groundwater extractions of 25 percent over the period 1990 to 2010 within the FCGMA boundary, with the objective of reducing extractions to the basin's "safe yield".

The City's historical allocation was set by the FCGMA at 5,472 acre-feet per year (AFY), which was the average extraction from the Golf Course Wells for the base period 1985 to 1989. Beginning in 1992, the FCGMA approved an Ordinance which reduced maximum extraction allocations by five percent (5%) to 5,198 AFY, in 1995 it was reduced to 4,925 AFY, in 2000 it was reduced to 4,651 AFY, and further reduced in 2010 to the current allocation of 4,100 AFY. Conjunctive use strategies



Figure 4.3-1 Groundwater Basins



Ventura County  
Resource Management Agency  
Information Systems Department  
Map created on 04/07/2014



## Groundwater Basins WCVIC IRWM Region

0 2 4 8 Miles

Disclaimer: this map was created by the Ventura County Resource Management Agency, Mapping Services - GIS, which is designed and operated solely for the convenience of the County and related public agencies. The County does not warrant the accuracy of this map and no decision involving a risk of economic loss or physical injury should be made in reliance therein.

and operational practices have allowed the City to accrue 30,249 AF of FCGMA groundwater credits as of the beginning of calendar year 2010.

Emergency Ordinance E, adopted April 2014, requires additional pumping restrictions within the FCGMA boundary. These reductions include an additional 10 percent on July 1, 2014, additional 5 percent on January 1, 2015, and additional 5 percent on July 1, 2015. In addition, Emergency Ordinance E states the following, "...conservation credits shall not be obtained and may not be used to avoid paying surcharges for extractions while this emergency ordinance is in effect". Emergency Ordinance E may impact the City's extraction of local groundwater and management of groundwater conservation credits. Therefore the City's current reliable water supply from the Oxnard Basin is 3,918 AFY with further reduction to 3,799 AFY by January 1, 2016. This reduced allocation equates to a reduction of approximately 31 percent from the City's historical baseline allocation of 5,472 AFY. In addition, the City may be required to pay FCGMA surcharges for exceeding the reduced allocation since the City may not rely on its conservation credits that were set aside during wet years. Table 4.3-1 provides a summary of current and projected City water supplies.

### **Existing Water Supply System**

The City of Ventura provides potable water service to the Saticoy area through Ventura Water, the City's water utility. Currently, the Ventura Water system serves approximately 31,650 water service connections, which includes the population of the City plus some additional areas outside the City boundary. The western portion of the City is within the Casitas Municipal Water District (CMWD) service area. The mid and eastern portion of the City, which includes Saticoy, is within the United Water Conservation District (UWCD) service area. Water service is provided to all residential, commercial, industrial and irrigation customers, including fire protection services, such as Fire Departments.

The City operates three purification facilities, including one membrane filtration treatment plant for surface water sources on the west side of the City, and two iron/manganese removal treatment plants for groundwater sources on the east side. Section 2 of the Study, included in Appendix D -5, provides additional details related to the City's water supplies. The City also maintains and operates the Ventura Water Reclamation Facility. See Section 3 of the Study, included in Appendix D - 5, for more detail on the Reclamation Facility.

### **Existing Water Supply**

The City's potable water supply is derived from local groundwater basins, Lake Casitas, and sub-surface water from the Ventura River. The City also has a 10,000 acre-foot per year (AFY) allocation from the California State Water Project (SWP). To date the City has not received any of this water because there are no facilities to transport the SWP water to the city.

The City's available water supply is constantly changing, depending upon environmental and legal constraints. As of May 2014, the City's current available water supply is 19,535 to 20,935 AFY. See Table 4.3-1 for details related to the City's current

and projected water supplies. Drought impacts and regulatory restrictions could reduce the 2015 available water supply to an annual average range of 14,824 to 16,824 AFY. This amount is less than the projected water demand for 2015 (see Table 4.3-2 in the following section for further detail).

**Table 4.3-1 City of Ventura: Current and Projected Water Supplies (AF)**

Water Supply Sources	2015 (Drought)	2015	2020	2025
Mound Groundwater Basin	4,000	4,000	4,000	4,000
Oxnard Plain Groundwater Basin	3,918	3,918	3,799	3,799
Santa Paula Groundwater Basin (original)	1,600	1,606 - 3,006	1,606 - 3,006	1,606 - 3,006
Santa Paula Groundwater Basin (new)	5.8	5.8	5.8	5.8
Casitas Municipal Water District	4,600	5,111	5,379	5,379
Ventura River	0 - 2,000	4,200	4,200 - 6,700	4,200 - 6,700
Recycled Water	700	700	700	1,000
<b>Total Estimated Supplies*</b>	<b>14,824-16,824</b>	<b>19,535-20,935</b>	<b>19,684-23,584</b>	<b>20,384-24,284</b>
	<b>(14,888 - 16,888)</b>		<b>(19,717 - 23,617)</b>	<b>(20,477 - 24,377)</b>

Table Source: Table 2-1 of Milner-Villa, 2015 (Appendix D.5)

\*Estimated water supply figures shown in parentheses are from the 2015 Comprehensive Water Resources Report prepared for Ventura Water by RBF Consulting dated May 18, 2015. This report was not available prior to release of the DEIR. The 2015 Report estimates are provided for comparison. However, because the 2015 estimates represent a greater supply than the 2014 Report numbers used in the DEIR analysis, revisions to the EIR analysis are not required and the project and cumulative impacts remain significant and unavoidable.

#### City of Ventura Extraterritorial Water Supply (Saticoy)

Access to potable water is a major challenge for the Saticoy community, and the County exerted substantial effort to secure additional access to water when necessary to support planned development. By limiting the water meter size available to new development in Saticoy, the City's current Extraterritorial Water Policy not only prevents the development of higher-density residential use and many types of commercial and industrial use, but also results in increased development costs. Discussions with the City of Ventura regarding access to water were initiated during the Area Plan update process in 2010, but no agreement was reached between the City and County regarding water supply prior to Area Plan adoption. Adding to the uncertainty regarding access to water is the ongoing, severe multi-year drought that resulted in long term changes to water supply and consumption countywide. Long-term trends in water demand and supply within the City of Ventura will impact the

degree to which the City provides water to “extra-territorial” water users, including potential developers in Saticoy.

### **Projected Water Supply**

As previously described, it is anticipated that Ventura Water will continue to provide potable water to the Plan area. Anticipated future water supplies for the City as a whole include CMWD water, City groundwater, and recycled water. As shown in Table 4.3-1, available water supplies for 2025 could range from 20,384 to 24,284 AFY. However, each of these water supplies has been impacted by legal proceedings, weather/drought, and/or infrastructure challenges, which are described in more detail in Appendix D-5. Therefore, it may be necessary for the City to obtain additional water from one or more sources. See Section 2.10 of the Water Study, included in Appendix D-5, for a further detail on potential sources of future water supply for the City.

The City’s most recent Urban Water Management Plan (UWMP; 2011) indicated that future water demands would be 20,514 AFY by 2025, 21,410 AFY by 2030, and 22,345 AFY by 2035. These estimated values include extensive reductions due to implementation of local water conservation related programs. According to the UWMP, long term water supplies may exceed 24,700 in 2025 and 25,500 AFY by 2035 (2011). Because the UWMP was adopted in 2011, it does not take into account FCGMA’s Emergency Ordinance E, which will reduce the City’s allocation to 3,799 AFY by January 1, 2016. In addition, the UWMP’s 2035 projected water supply assumes greater imported water supplies from Casitas Municipal Water District.

### **Existing Water Demand**

Current Saticoy Water Demand. Current water demand (i.e., consumption) within the Plan area is 150.4 AFY based on data available for fiscal year 2011 to 2012. This is the most recent data available from the City (Milner-Villa, 2015). This water demand includes demands from all users. Current water demand within the Plan area includes the following:

- 78.3 AFY for existing residential users; and
- 72.1 AFY for existing commercial, industrial, and community developments.

The existing (2011-12) water demand for Saticoy represents eight-tenths of a percent (.8%) of the City’s current water demand, described below.

Current City Water Demand. Total 2013 water consumption for all City accounts was 17,723 AFY (including 6.5 percent water loss factor), down slightly from 2012 (18,004 AFY) (City of Ventura, 2014). This decrease can mainly be attributed to the prolonged economic downturn and increased water rates, which typically drives down consumption. Table 4.3-2 summarizes current and future City water demands from 2013 to 2021. Water demands for future growth were based on development projects that have been approved by the City but are not yet connected to the City’s water system. This includes projects that are currently under construction or were under construction in December 2013, and projects that have all City approvals, but have yet to begin construction. Over the past five years (2009-2013), the City experienced an average annual water demand of 17,343 AFY, while over the past ten years (2004-

2013), the annual average water demand was 18,373 AFY. City staff supports the five year annual average demand (17,343 AFY) as the City’s baseline demand (i.e., consistent with current conditions) (City of Ventura, 2014 as cited in Milner-Villa, 2015).

**Table 4.3-2 Current and Projected City Water Demand**

	2013	2014	2015	2016	2017	2018	2019	2020	2021
<b>Total</b>	17,723	17,501	17,660	17,819	17,977	18,136	18,295	18,428	18,428
<b>Demand*</b>		<u>(17,167)</u>	<u>(17,328)</u>	<u>(17,488)</u>	<u>(17,648)</u>	<u>(17,809)</u>	<u>(17,969)</u>	<u>(18,129)</u>	<u>(18,289)</u>

Source: Table 3-1 of Milner-Villa, 2015 (Appendix D.5)

Note: All values are in AFY

\* Estimated water demand figures shown in parentheses are from the 2015 Comprehensive Water Resources Report prepared for Ventura Water by RBF Consulting dated May 18, 2015. This report was not available prior to release of the DEIR. The 2015 Report estimates are provided for comparison. However, because the 2015 estimates represent less demand than the 2014 Report numbers used in the DEIR analysis, revisions to the EIR analysis are not required and the project and cumulative impacts remain significant and unavoidable. Projected water demand for 2022 is 18,295 AFY.

Future City Water Demand. The City’s Comprehensive Water Resources Report (2014) includes projected water demands for the City, including the current baseline and future growth (near term of 8 years only; 2014 to 2021). As previously noted in Table 4.3-2, the current City water demand (baseline demand) is 17,723 AFY. Water demands for future growth were based on development projects that have been approved by the City but are not yet connected to the City’s water system. This includes projects that are currently under construction or were under construction in December 2013, and projects with necessary City approvals, but have yet to begin construction. When future development is included, total near-term water demands were estimated to be 18,428 AFY by 2021 (see Table 4.3-2).

Comparison of Saticoy and Future City Water Demand. As was previously noted, the City’s most recent Urban Water Management Plan (UWMP, 2011) indicated that future water demands would be 22,345 AFY by 2035, the planning horizon for the proposed project. Potential future water demand associated with full buildout of the Area Plan, described in Section 4.3.2 below, ranges from 494.0 to 713.4 AFY. Future water demand for Saticoy would potentially be 2% or 3% of the City’s overall water demand in 2035.

**Water Conservation**

In 2011, the City Council adopted a five-year Water Efficiency Plan that focused on educating customers, reducing outdoor landscape demands, maintaining the existing savings threshold, City Park landscapes, demonstration gardens, residential and business assistance grants, and energy and water efficiency improvements. The City estimates that outdoor landscaping accounts for 40 percent to 60 percent of water use for residential units.

In February 2014, the City Council approved an ordinance requesting that customers voluntarily reduce water usage by 10 percent. In addition, in July 2014, the State Water

Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. City water use restrictions resulting from the SWRCB Resolution include the following:

- Sprinklers that spray pavement, such as sidewalks, driveways or streets;
- Irrigation water that runs onto pavement, such as sidewalks, driveways or streets;
- Leaking irrigation systems or broken sprinklers that are not repaired within 48 hours of discovery;
- Using a hose to wash a driveway, sidewalk or other paved surface;
- Washing a car without a shutoff nozzle on the hose; and
- Serving water at a restaurant without being requested by the customer.

In addition, the City of Ventura is currently developing an ordinance that would require developers to dedicate adequate water supplies to support new or intensified development or pay an in-lieu fee to help the City fund system improvements to ensure necessary water supply into the future. This ordinance remains in draft form at the current time. However, if it is ultimately adopted, Ventura Water has publicly stated that payment of the in-lieu fee would be extended to developers in Saticoy. This fee would then replace the existing water meter restriction (currently set at  $\frac{3}{4}$ " included within the City's Extraterritorial Water Policy. See Section 2.11 of the Water Study, included in Appendix D.5 for further detail regarding this draft Ordinance.

### 4.3.2 Impact Analysis

#### Thresholds

The significance criteria for impacts on water supply are established in the adopted 2011 Ventura County Initial Study Assessment Guidelines (ISAG). The following criteria is taken from the Ventura County Initial Study Checklist which is based on the ISAG:

1. Would the proposed project have a permanent supply of water (ISAG 28b-1)?
2. Would the proposed project either individually or cumulatively when combined with recently approved, current, and reasonably foreseeable probable future projects, introduce physical development that will adversely affect the water supply - quantity of the hydrologic unit in which the project site is located (ISAG 28b-2)?
3. Would the proposed project be consistent with the applicable General Plan Goals and Policies for Item 28b of the Initial Study Assessment Guidelines (ISAG 28b-3)?
4. Would the proposed project directly or indirectly decrease, either individually or cumulatively, the net quantity of groundwater in a groundwater basin that is overdrafted or create an overdrafted groundwater basin (ISAG 2a-1)?
5. Would the proposed project, in groundwater basins that are not overdrafted, or are not in hydrologic continuity with an overdrafted basin, result in net

- groundwater extraction that will individually or cumulatively cause overdrafted basin(s) (ISAG 2a-2)?
6. Would the proposed project, in areas where the groundwater basin and/or hydrologic unit condition is not well known or documented and there is evidence of overdraft based upon declining water levels in a well or wells, propose any net increase in groundwater extraction from that groundwater basin and/or hydrologic unit (ISAG 2a-3)?
  7. Would the proposed project, regardless of items 4, 5 or 6 above, result in 1.0 acre-feet, or less, of net annual increase in groundwater extraction (ISAG 2a-4)?
  8. Would the proposed project be consistent with the applicable General Plan Goals and Policies for Item 2A of the Initial Study Assessment Guidelines (ISAG 2a-5)?

### **Methodology**

The Saticoy Area Plan Update's consistency with the above significance criteria was determined based on the Water Supply and Water Demand Technical Study (Study) prepared for the Saticoy Area Plan Update by Milner-Villa Consulting in 2015. The Study provided current and future water supply and demand volumes for the city as a whole. This includes an assessment of future supply and demand both with and without development allowed by the proposed Saticoy Area Plan Update.

**Impact WS-1 Buildout under the proposed Area Plan update would result in an increase in water demand within the Plan Area. This increase in water demand could be accommodated by existing and projected water supplies under the normal water year scenario. However, under drought conditions adequate water supplies may not be available to serve buildout under the Area Plan Update. Potential impacts under the *normal water scenario are less than significant, but potential impacts would be significant and unavoidable under the drought conditions scenario.***

As noted above, current water demand within the Plan area is estimated to be 150.4 AFY based on data for fiscal year 2011 to 2012 (Ventura, 2012). Table 4.3-3 provides a summary of the estimated current and future water demands associated with development under the proposed Area Plan Update. The estimated water demands by land use type are based on water demand factors included in the City's (2014) Comprehensive Water Resources Report. As shown, build-out of the proposed Area Plan Update would result in a reduction of 23 single family units, an increase of 123 multi-family units, and up to 1,812,600 square feet of additional commercial and industrial development, when compared to existing development.

As shown in Table 4.3-3, based on City water demand factors buildout under the proposed Area Plan Update would utilize water primarily for the following:

- 150.4 AFY for estimated existing residential, commercial, industrial, and community developments;

- Up to 24.9 AFY for proposed new residential developments; and
- Up to 538.1 AFY for proposed new commercial, industrial, and community developments.

Therefore, buildout of the proposed Area Plan Update would result in an estimated increased water demand of 563 AFY. Total water demand for the Plan area at build-out is estimated at 713.4 AFY. This estimate includes demand for all water users (e.g. residential uses, landscaping, industrial uses). As proposed, the additional water demand would need to be accommodated over the 20 year projected time horizon (2015 to 2035) of the proposed Area Plan Update. Therefore, the average annual increase in water demand is estimated to be 56 AFY based on a 10-year absorption rate, or 28.2 AFY based on a 20-year absorption rate.

**Table 4.3-3 Estimated Current and Proposed Project Area Water Demand**

<b>Water Demand</b>	<b>Net Change in # of Units (b)</b>	<b>Daily Demand Factor (c)</b>	<b>Total Annual Demand (AFY) (d)</b>
<b>Existing Water Demand</b>			
Residential (a)	-	-	78.3
Commercial, Industrial, Community	-	-	72.1
<b>Total Existing Water Demand</b>			<b>150.4</b>
<b>Proposed Water Demand</b>			
Residential – single family (du) (0-8 du/ac) (e)	-23	370	-9.5
Residential – multi-family (du) (9-21+ du/ac) (e)	123	250	34.4
Commercial, Industrial, Community (1,000 sf) (f)	1,812.6	265	538.1
<b>Total Proposed Additional Water Demand</b>			<b>563.0</b>
<b>Total Water Demand at Build-out (Worst-Case Scenario, 2035)</b>			<b>713.4</b>
<b>Total Estimated City Water Demand (2035)</b>			<b>22,345</b>
<b>Total Estimated City Water Supply (2035) (g)</b>			<b>25,500</b>

Source: Table 3-2 of Milner-Villa, 2015 (Appendix D.5)

Notes:

- (a) Source: email from Ventura Water to County of Ventura, August 30, 2012. Data for July 2011 – June 2012.
- (b) Source: email from County of Ventura, October 15, 2014.
- (c) Ventura Water, Comprehensive Water Resources Report, 2014, Table 3-6.
- (d) Total demand values rounded.
- (e) Demand units – gallons per dwelling unit per day.
- (f) Demand units – gallons per 1,000 square feet of developed area per day.
- (g) City of Ventura, Urban Water Management Plan (UWMP; 2011)

As shown in Table 4.3-3 above, water demand for full buildout of the Area Plan under a high-demand scenario would represent about 3 percent of the City’s forecast water demand for the year 2035 (planning horizon).

Table 4.3-3 is based on daily demand factors sourced from the City’s Comprehensive Water Resources Report (2014). However, the 2014 Report does not provide a range of demand factors for different intensities of industrial development (i.e. Light Industrial,



Medium Industrial and Heavy Industrial). Because of this, the County of Ventura anticipates that the industrial uses allowed under buildout of the proposed Area Plan Update would result in lower demand factors than those provided in the City’s 2014 Report. The County anticipates that at buildout, 64 percent of the proposed additional industrial development within the Plan area would be a mixture of light and medium industrial development (955,100 square feet). Heavy industrial development would comprise the remaining 36 percent. As demonstrated in Table 4.3-3, the County estimates that existing industrial development in the Plan area results in low water demand due to the current business types (e.g. mini-storage, equipment storage, storage of construction supplies) and presence of negligible landscape. Assuming that the light and medium industrial development that could be accommodated under the proposed Area Plan Update would result in similarly low water demands, it is reasonable to apply an alternate demand factor for these uses for comparison in this analysis.

Table 4.3-4 utilizes an alternate demand factor of 60 gallons per 1,000 square feet of developed area per day for light and medium industrial development. This lower demand factor is sourced from the Water Master Plan prepared by the City of Thousand Oaks (2005). Application of the lower demand factor to light and medium industrial development results in a 60 percent reduction in estimated future industrial water demand (538.1 AFY vs. 225.2 AFY at buildout). Overall the total water demand at buildout within the Plan area is reduced from 713.4 AFY to 494 AFY. This represents a reduction of 219.4 AFY in the anticipated total water demand resulting from Area Plan buildout, when compared to the volume generated using the City’s industrial demand factor (265 gallons per 1,000 square feet of developed area per day).

**Table 4.3-4 Estimated Current and Proposed Project Area Water Demand With Alternative Demand Factors**

Water Demand	Net Change in # of Units (b)	Daily Demand Factor (c)	Total Annual Demand (AFY) (d)
<b>Existing Water Demand</b>			
Residential (a)	-	-	78.3
Commercial, Industrial, Community	-	-	72.1
<b>Total Existing Water Demand</b>			<b>150.4</b>
<b>Proposed Additional Water Demand</b>			
Residential – single family (du) (0-8 du/ac) (e)	-23	370	-9.5
Residential – multi-family (du) (9-21+ du/ac) (e)	123	250	34.4
Commercial and retail (1,000 sf) (f)	315	265	93.6
Light Industrial (1,000 sf) (g)	604.9	60	40.7
Medium Industrial (1,000 sf) (g)	350.2	60	23.5
Heavy Industrial (1,000 sf) (f)	542.2	265	161
<b>Total Proposed Additional Water Demand</b>			<b>343.6</b>
<b>Total Water Demand at Build-out (Reduced Demand Scenario, 2035)</b>			<b>494.0</b>
<b>Total Estimated City Water Demand (2035)</b>			<b>22,345</b>
<b>Total Estimated City Water Supply (2035) (h)</b>			<b>25,500</b>

Source: Table 3-2 of Milner-Villa, 2015

**Table 4.3-4 Estimated Current and Proposed Project Area Water Demand With Alternative Demand Factors**

Water Demand	Net Change in # of Units (b)	Daily Demand Factor (c)	Total Annual Demand (AFY) (d)
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Notes:

- (a) Source: email from Ventura Water to County of Ventura, August 30, 2012. Data for July 2011 - June 2012.
- (b) Source: email from County of Ventura, October 15, 2014.
- (c) Ventura Water, Comprehensive Water Resources Report, 2014, Table 3-6.
- (d) Total demand values rounded.
- (e) Demand units – gallons per dwelling unit per day.
- (f) Demand units – gallons per 1,000 square feet of developed area per day.
- (g) Demand units – gallons per 1,000 square feet of developed area per day; daily demand factor based on City of Thousand Oaks.
- (h) City of Ventura, Urban Water Management Plan (UWMP, 2011)

As shown in Table 4.3-4 above, water demand associated with full buildout of the Area Plan in the reduced demand scenario represents about 2 percent of the City’s forecast water demand for the year 2035.

It should be noted that the annual water demand values described above, and included in Tables 4.3-3 and 4.3-4, incorporate water demand reductions resulting from anticipated conservation measures required by current building standards, including highly water efficient fixtures and appliances by the proposed residential, commercial, and industrial elements. Similarly, the Area Plan Update includes several water conservation-related policies. Policy PF-2.1 requires that all discretionary development be designed to reduce water use, such as through use of recycled water or native, drought-tolerant plants in landscaped areas. Policy RES-2.2 also requires use of native, drought-tolerant plants in landscaping for new development adjacent to the Santa Clara River, Brown Barranca, or Franklin Barranca. Finally, Policy PF-2.1 requires that discretionary development be designed to protect water quality and maximize the use of water conservation measures including, but not limited to:

- Water-conserving landscaping and irrigation systems;
- Low impact development techniques;
- Use of dual flush toilets and other water-saving appliances; and/or
- Installation of gray water systems.

Water efficient fixtures and appliances as well as drought-tolerant landscaping are anticipated to be used throughout new development within the Plan area based on the inclusion of the above policies in the proposed Area Plan.

The County Water Management Plan (1995) also includes policies and programs related to water supplies, water demand management, and water recycling. In addition, development occurring under the proposed Area Plan Update will be required to comply with the 2013 California Green Building Standards Code (incorporated in County Building Code), which sets mandatory green building requirements, including a 20 percent reduction in indoor water use, as well as dedicated meter requirements and regulations addressing landscape irrigation and design.

As shown in Table 4.3-5, under normal water year conditions, the City’s existing near-term water demands (18,428 AFY) could be accommodated by both current (19,535 to 20,935 AFY) and projected water supplies through 2025 (20,384 to 24,284 AFY), as shown in Table 4.3-1. The increase in water demand resulting from buildout under the Area Plan Update could also be accommodated by existing and future supplies during normal water years, regardless of whether the high (563.0 AFY) or low (343.6 AFY) water demand factor is applied to industrial land uses. However, as noted in Section 4.3.1, drought impacts and regulatory restrictions could reduce available water supply below City water demand projections. Under this scenario, the increase in water demand resulting from development allowed by the proposed Area Plan Update (using either the high or low water demand factors) would result in a potentially significant impact to water supplies (see Table 4.3-5 below).

**Table 4.3-5 Cumulative Water Demand versus Existing and Future Water Supplies**

<b>Water Demand</b>	<b>AFY</b>
City’s Existing Near-Term Water Demand (2021)	18,428
Area Plan Update Increase in Water Demand (2035)	343.6 to 563
<b>Total Water Demand</b>	<b>18,772 to 18,991</b> <b>(18,633 to 18,852)</b>
Current Normal Year Water Supplies (2015)	19,535 to 20,935 AFY
Current Drought Year Water Supplies (2015)	14,824 to 16,824 AFY
Projected Normal Year Water Supplies (2025)	20,384 to 24,284 AFY (20,477 to 24,377)
Projected Normal Year Water Supplies (2035)	25,500 AFY

\*Estimated water demand and supply figures shown in parentheses are from the 2015 Comprehensive Water Resources Report prepared for Ventura Water by RBF Consulting dated May 18, 2015. This report was not available prior to release of the DEIR. The 2015 Report estimates are provided for comparison. No additional analysis is required.

As noted previously, the water demand factors used in the analysis (see Tables 4.3-3 and 4.3-4) assume incorporation of some water saving measures in new development. However, further water demand reductions could be achieved through incorporation of additional policy language into the proposed Area Plan requiring reduction in water use for landscaping.<sup>14</sup> However, mitigation in the form of enhanced water conservation measures is unlikely to completely address the potential shortfall in supplies during dry years given the fact that current demand is already projected to exceed current drought year supplies.

Uncertainty Factors: Development facilitated by the proposed Area Plan could include measures to address water supply challenges, such as dedication of water supplies to support the new development, payment of an in-lieu fee so that the City can develop the necessary supplies, or develop non-potable/ recycled water supplies within the Plan

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<sup>14</sup> U.S. EPA indicates that the typical single-family suburban household uses at least 30 percent of its water for irrigation (sourced from: <http://www.epa.gov/greenhomes/ConserveWater.htm>)

Area. Due to the uncertainty surrounding the implementation of these measures, they cannot be guaranteed. However, it is highly unlikely that buildout of the Area Plan will occur unless the City amends its Extra-territorial Water Policy for Saticoy, and the City is unlikely to amend that policy unless the City is able to address its water supply challenges. Left intact, the City's water policy would limit future development in Saticoy as follows:

- Forecast water demand for new residential development (24.9 AFY) would be eliminated; and
- Forecast water demand for new industrial or commercial development (estimated at 318.7 to 538.1 AFY) would be substantially reduced.

For example, potential new residential development in Saticoy consists of triplex, quadplex, and multi-family housing, but such housing cannot be constructed with a  $\frac{3}{4}$  inch meter, as is required by the City's water policy for Saticoy. Increased costs for industrial development would also constrain future development, as developers would have to build expensive water storage systems to meet fire flow requirements. Restaurants, and other types of commercial or industrial development with high water demands, would not be possible under the current water policy. Finally, new development cannot occur unless the project applicant submits a "will serve" letter from Ventura Water, so the City's water supply could determine the level of future development in Saticoy.

Ignoring the potential effects that the City's Exterritorial Water Policy would have on development capacity in Saticoy, impacts related to water supply resulting from full buildout under the proposed Area Plan would be ***less than significant during regular baseline conditions, but significant and unavoidable during drought conditions***. However, it should be noted that potentially significant impacts related to water supply ***would not occur*** if developers are unable to obtain water from the City of Ventura. See discussion under Section 4.3.3 Mitigation Measures.

**Impact WS-2 The City of Ventura derives a portion of its water supply from the Oxnard Basin, which is considered to be overdraft. Buildout under the proposed Area Plan Update would increase demand for City of Ventura water supplies; however, increases in groundwater pumping from the Oxnard Basin are prohibited by FCGMA Ordinance 8 and Emergency Ordinance E. Therefore, future development allowed under the proposed Area Plan Update would not result in a decrease in the net quantity of groundwater in a groundwater basin that is considered to be in overdraft. Impacts would be *less than significant*.**

As discussed under Impact WS-1, the proposed development allowed by the Area Plan Update would increase demand for water supplies provided by Ventura Water. Ventura Water relies on a variety of water supply sources, including from the Oxnard Basin, which is currently considered to be in overdraft. As noted in the Initial Study, the water

supply for the Saticoy area is primarily derived from the Santa Paula Basin, provided through the City of Ventura. While the Saticoy area receives much of its water from the Santa Paula Basin, some of its water supply comes from other City of Ventura sources. In addition, some of water derived from the Santa Paula Basin by the City is used to supply areas other than Saticoy. Therefore, increased water demand in the Saticoy area would affect the demand on a variety of City of Ventura water supply sources, including potentially the Oxnard Basin. However, as noted above, pumping from the Oxnard Basin is subject to the requirements of FCGMA Ordinance 8 and Emergency Ordinance E, which provide for overall reductions in pumping from the Oxnard Basin. Therefore, the proposed development allowed by the Area Plan Update would not contribute to increasing overdraft in the Oxnard Basin as no increase in pumping from that basin is allowed. Impacts would be *less than significant*.

**Impact WS-3 Buildout under the proposed Area Plan Update would increase demand for City of Ventura water supplies. Estimated increases in water demand associated with full buildout of the Area Plan range from 344 and 563 AFY. Given the City’s reliance on groundwater sources, a potential net increase of 1.0 AFY in groundwater extraction could occur as a result of development in the Plan area. Impacts would be *significant and unavoidable*.**

As discussed under Impact WS-1, development allowed by the proposed Area Plan Update would increase demand for water supplies provided by Ventura Water. Ventura Water relies on a variety of water supply sources, including groundwater extractions. As shown in Tables 4.3-3 and 4.3-4, the estimated increase in water demand associated with development under the proposed Area Plan range from 344 to 563 AFY above existing levels. Also, as discussed under Impact WS-1, the City’s current normal year supplies are projected to be adequate to meet this and other increases in demand throughout the Ventura Water service area through the 2035 planning horizon. However, in dry year conditions water supplies would not be sufficient to meet current and projected demands. Therefore, potential increases in groundwater extraction required to meet future water demands in the Plan area would exceed the 1.0 AFY threshold established by the Ventura County ISAG threshold resulting in a *significant impact*.

#### **Cumulative Impacts**

See Section 4.3.2, Impact WS-1 which addresses the potential contribution to cumulative impacts on water supply quantity from development allowed by the Area Plan Update.

#### **4.3.3 Mitigation Measures and Residual Impacts**

The analysis concludes that water demands related to potential buildout of the Area Plan along with cumulative development in the City of Ventura can be met during normal baseline conditions under either the worst-case (Table 4.3-3) or reduced-demand (Table 4.3-4) scenarios. Therefore, with implementation of existing and

proposed water conservation measures, no additional mitigation measures would be required and the impact would be less than significant.

However, during extended dry weather conditions, full buildout of the Area Plan (under worst-case or reduced-demand estimates), with cumulative development in the City of Ventura, would result in greater demand than estimated water supply. The proposed Area Plan includes policy language aimed at reducing the water demand associated with development in the Plan Area as follows:

PF-2.1 Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:

- Water-conserving landscaping and irrigation systems;
- Low impact development practices;
- Use of dual flush toilets and other water-saving appliances; and/or
- Installation of gray water systems.

In addition, all new development will be required to comply with the County Building Code which incorporates the 2013 California Green Building Standards Code.

While compliance with the proposed mitigation measures, as well as the County Building Code, would reduce the demand for water associated with future development in the Plan area, it would not be sufficient to reduce increases in demand for water to below the potential shortfall in supplies in the dry year scenario as described above. In addition, while new development could dedicate water supplies, pay an in-lieu fee, or develop non-potable/ recycled water supplies, the feasibility and efficacy of these strategies as mitigation measures is uncertain at this time. Further, it is highly unlikely that buildout of the Area Plan will occur unless the City amends its Extra-territorial Water Policy for Saticoy, and the City is unlikely to amend that policy unless the City is able to address its water supply challenges. Left intact, the City's water policy would limit future development in Saticoy as follows:

- Forecast water demand for new residential development (24.9 AFY) would be eliminated; and
- Forecast water demand for new industrial or commercial development (estimated at 318.7 to 538.1 AFY) would be substantially reduced.

Therefore, residual impacts ***remain potentially significant during dry years*** under a full buildout scenario for the Area Plan Update.

#### **4.3.4 General Plan Consistency**

Proposed Saticoy Area Plan goals and policies related to water quantity (listed above) provide additional environmental protections over the current Area Plan. In addition, they support the goals and policies of the General Plan by providing specificity around the requirements for inclusion of water conservation measures in the design of new development and landscaping. Therefore, the proposed goals and policies are

potentially consistent with the General Plan. However, when combined with projected development in the City of Ventura, the Area Plan Update would allow new development that could potentially exceed current and projected water supplies. Should that scenario occur, it would be potentially inconsistent with Goal 1.3.1.4 of the General Plan, which calls for demand for water not to exceed available water resources, and Policies 1.3.1.1 and 1.3.1.4, listed below:

- **GP Policy 1.3.2.1.** Discretionary development which is inconsistent with the goals and policies of the County's Water Management Plan (WMP) shall be prohibited, unless overriding considerations are cited by the decision-making body.
- **GP Policy 1.3.2.4.** Discretionary development shall not significantly impact the quantity or quality of water resources within watersheds, groundwater recharge areas or groundwater basins.

As previously noted, constraints on development in Saticoy is likely to be substantial unless the City of Ventura is able to successfully address its water supply challenges. Even at full buildout, existing plus proposed development in Saticoy would only represent 2 to 3% of water demand for the City of Ventura, so the City's water supply challenges are the same as those facing Saticoy.

Assuming that full buildout of the Area Plan is possible without adequate water supplies, full buildout would potentially exceed available supplies outside of normal water years. It is worth noting that existing Area Plan land use designations and zoning would also allow future development to occur, which could also potentially exceed future supplies. In addition, the amount of water demand from proposed development would be regulated through the discretionary review process, and development that exceeds the available supplies would not be approved. Therefore, the goals and policies of the proposed Area Plan support the General Plan and are not inconsistent with the goals and policies of the General Plan.

## **4.4 FLOODING – HAZARDS AND FACILITIES**

### **4.4.1 Setting**

#### **Environmental Setting**

Hydrology. The Plan area is located within the boundaries of the Lower Santa Clara River Groundwater Basin and local coastal drainages in the cities of Ventura and Oxnard. Long Canyon, located in the hills north of the Plan area, drains to Brown Barranca, which is under the jurisdiction of the Ventura County Watershed Protection District (VCWPD).

Brown Barranca is the primary drainage in the Plan area. With the exception of a concrete lined channel located under Telephone Road, Brown Barranca is an open, stabilized earthen trapezoidal channel extending from the northwestern Area Plan

boundary to the southwestern discharge location into the Santa Clara River. Brown Barranca partially forms the western boundary of the Area Plan; the area occupied by the Saticoy Sanitary District Jose Flores Wastewater Treatment Plant is located on the western side of Brown Barranca.

Franklin Barranca is a concrete lined trapezoidal channel that extends south from State Route (SR) 126 to discharge into the Santa Clara River immediately south of the Plan area. Franklin Barranca transports water from Peppertree Canyon located northeast of the Plan area and partially forms the eastern border of the Plan area. Refer to Figure 4.2-1 in Section 4.2, *Water Resources - Quality*, for a map of drainage features within the vicinity of the Plan area.

Drainage Regime. The Plan area consists of 238 acres that extend from approximately Aster Street to the north down to the Santa Clara River to the south (see Figure 4.4-1). Brown Barranca partially forms the western boundary and Franklin Barranca partially forms the eastern boundary of the Plan area.

The Plan area is predominantly developed with a combination of community facilities, commercial, residential, and industrial land uses. Paved streets, gutters, and earth lined ditches within the Plan area divert overland flow into storm drains designed to transport storm water to Brown and Franklin Barrancas.

Overland flows from agricultural fields located to the east of the Plan area flow into Franklin Barranca. In addition, Saticoy Drain originates north of the Plan area at Pajaro Drive and SR 126; surface discharge into the drain includes runoff from residential land uses and runoff from SR 126. Overland flow from Saticoy Drain is diverted underground at Darling Road, approximately 1,000 feet from the northern Plan area boundary. Saticoy Drain transports flow underground to its junction with Brown Barranca located beneath the Telephone Road/Wells Road intersection. Both Franklin and Brown Barrancas generally flow in a southerly direction and ultimately discharge into the Santa Clara River.

Flood Hazards. The Federal Emergency Management Agency (FEMA) has defined the 1% annual chance floodplain (100-year), the 0.2% annual chance floodplain (500-year) and the Regulatory Floodway hazard areas within the Plan area and surrounding vicinity through the publication of digital Flood Insurance Rate Maps (FIRMs). FIRMs establish base flood heights and flood zones for 1% and 0.2% annual chance storm events. The 1% annual chance (100-year) storm event is defined as the flood that has a 1% chance of being equaled or exceeded in any given year, while a 0.2% annual chance (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 1% annual chance floodplain will be covered by a 100-year flood, while a 0.2% annual chance floodplain will be covered by a 500-year flood. The “Regulatory



Floodway” is the channel of a river or stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance (100-year) flood can be conveyed without substantial (greater than one foot) increases in flood heights.

Planning policies typically prohibit development activities (temporary or permanent) and structures within the Regulatory Floodway that will alter the floodway’s ability to convey the 100-year flood. However, development is not usually restricted within the 1% and 0.2% annual chance floodplains because of the lower risk of flood damage and probability of flood occurrence.

As indicated on the effective FEMA FIRM No. 06111C0770E – January 20, 2010, portions of the Plan area are located within the 1% and 0.2 % floodplains. Currently, Brown Barranca is located within a 1% annual chance (100-year) floodplain and adjacent areas are in a 0.2% annual chance (500-year) floodplain. Refer to Figure 4.4-1 for a map of FEMA flood zones within the project vicinity.

The *Franklin – Brown – Sudden – Clark Barranca 2-Dimensional Floodplain Analysis* (FBSC) prepared by Kasraie Consulting and Riada Engineering, Inc. (2014) prepared a 2-dimensional floodplain analysis for both the Brown and Franklin Barrancas in the vicinity of the Plan area (see Appendix F). The FBSC provides a more refined analysis of the flood risks in and around the Plan area. The FBSC report identifies several stream reaches which have inadequate flow capacities to convey 100-year flows. In addition, the FBSC report identifies the community of Saticoy, which comprises the majority of the Plan area, as vulnerable to flooding during major storm events (see Figures 4.4-2, 4.4-3 and 4.4-4).

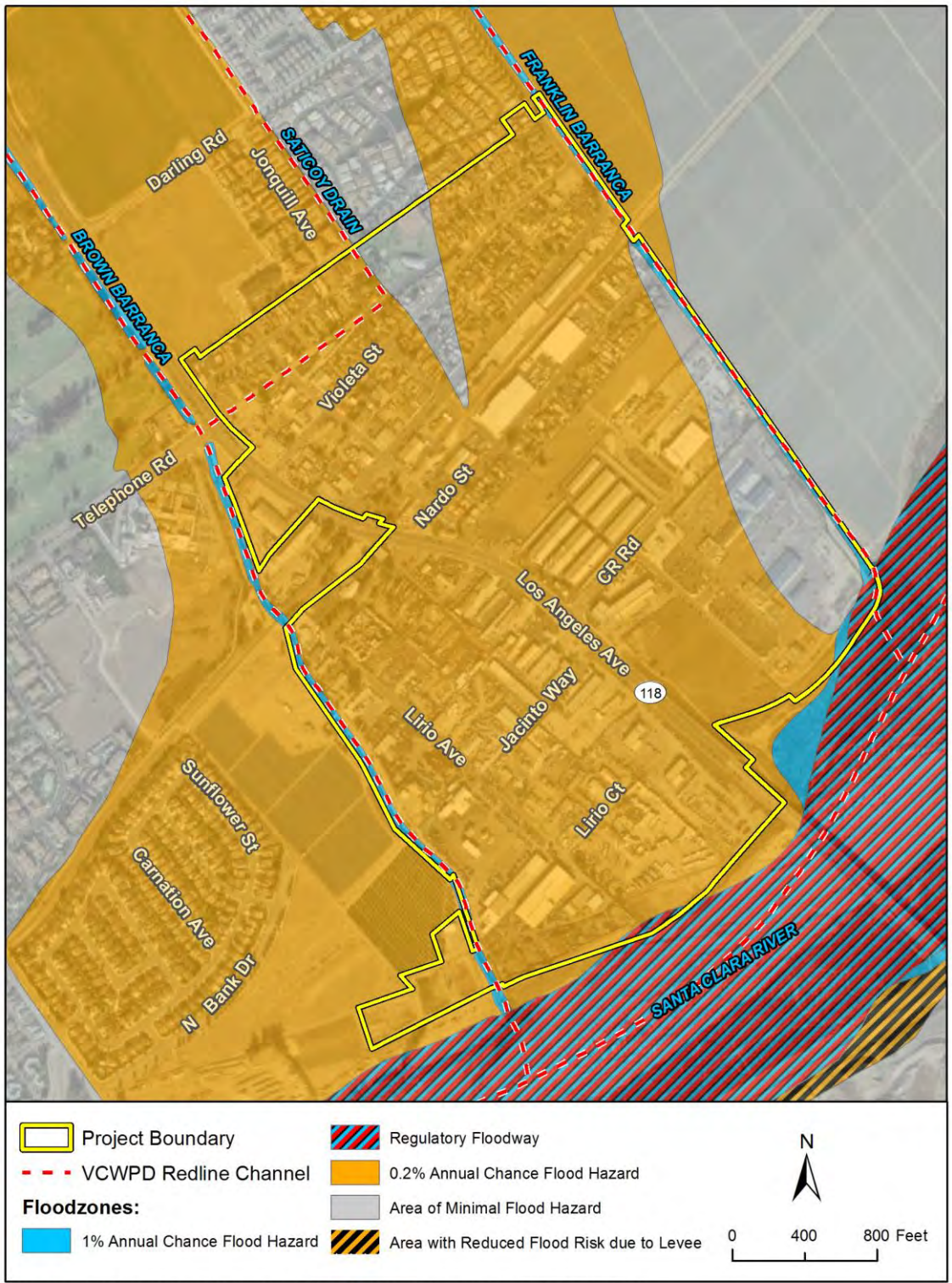
According to the FBSC report, areas of flooding along Franklin Barranca include the confluence of Franklin and Wason Barrancas (approximately 1,900 feet north of the Plan area), the Darling Road and Franklin Barranca undercrossing and the Saticoy Operation Yard. The Wason and Franklin Barranca confluence is currently estimated to have a 15-year storm capacity based on the Hydrological Simulation Program—Fortran (HSPF) modeling included in the FBSC report. The Darling Road undercrossing and the extent of the channel south of the crossing have a capacity for a 25-year storm event. According to the FBSC report, flow will overtop the banks and combine with local runoff to create shallow flooding within the Saticoy Operations Yard during a 100-year storm event (see Figure 4.4-3).

According to the FBSC report, areas of flooding along Brown Barranca include the Darling Road area, the Telephone Road and Brown Barranca undercrossing, the railroad and Brown Barranca undercrossing and areas south of the railroad crossing to Santa Clara River. Downstream of Darling Road, the channel has limited capacity, which could accommodate between a 10-year and 25-year storm event. The Telephone Road and Brown Barranca undercrossing is the location of confluence with the Saticoy Drain; the capacity for this area is equivalent to a 50-year storm event. The point at which Brown Barranca crosses under the railroad bridge downstream of Telephone Road has the capacity to carry approximately a 15-year storm flow. The agricultural

areas located west of Brown Barranca, including the proposed Northbank Development property and the Wastewater Treatment Plant, will be nearly completely inundated for events 50-year or greater (see Figure 4.4-2).

In addition, the FBSC report identified areas of flooding along the Saticoy Drain between SR 126 and Darling Road. Potential sources of overland flow during storm events into the Saticoy Drain include Pajaro Avenue and SR 126 to the north, agricultural overland flows from the west and overflow from the Franklin-Wason Barranca confluence from the east. While these areas are located to the north of the Plan area, the discharge from the Saticoy Drain flows into the Brown Barranca at approximately the Telephone Road / Wells Road intersection. The Telephone Road and Brown Barranca have a capacity in this area that is equivalent to a 50-year storm event.

**Figure 4.4-1 Flood Zones**



Imagery provided by Google and its licensors © 2014. Additional data layers from Federal Emergency Management Agency National Flood Hazard Layer (NFHL), October, 2014 and Ventura County RMA, 2014.

Figure 4.4-2 FSBC 50 YR

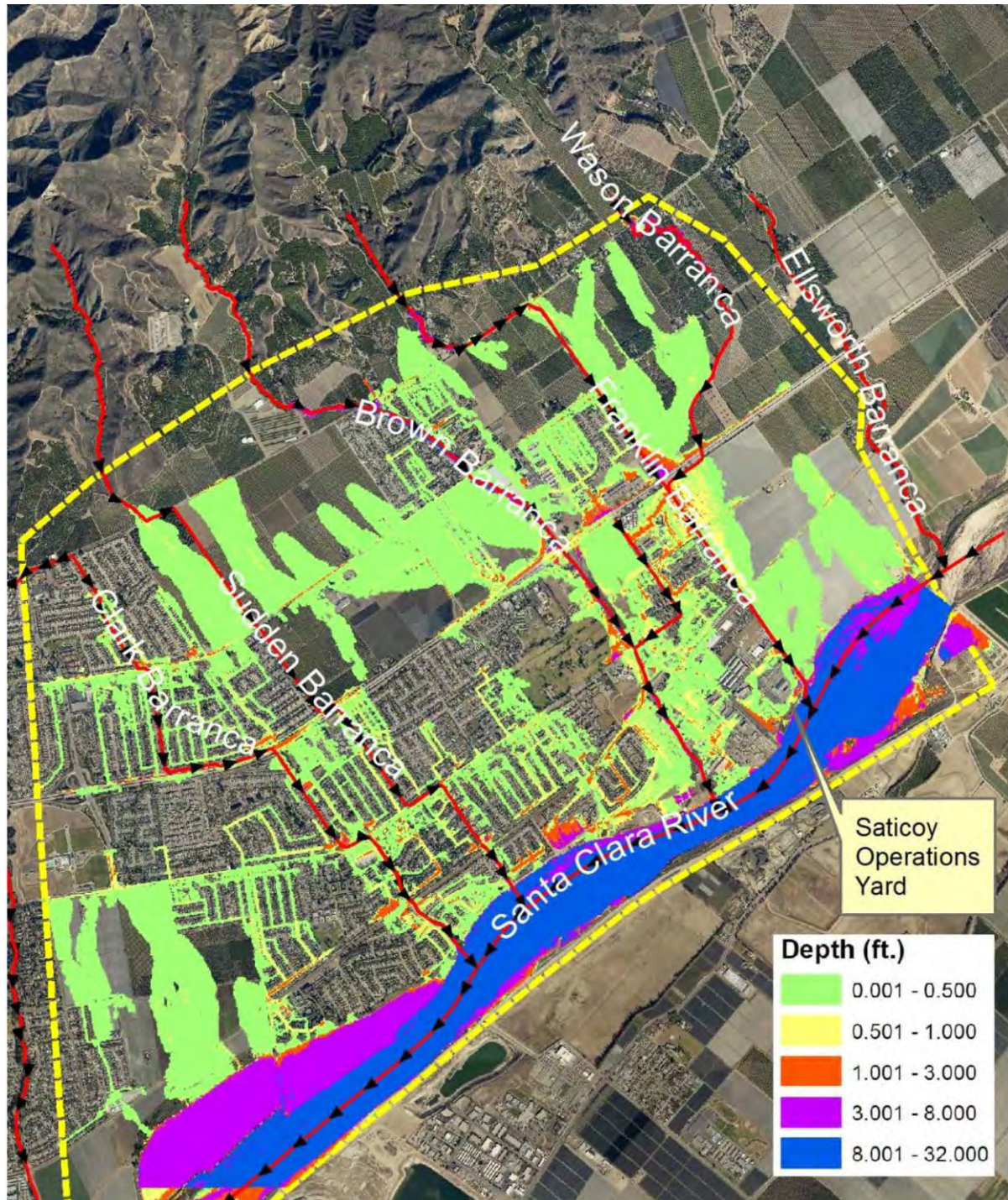


Figure 4.4-3 FSBC 100-YR

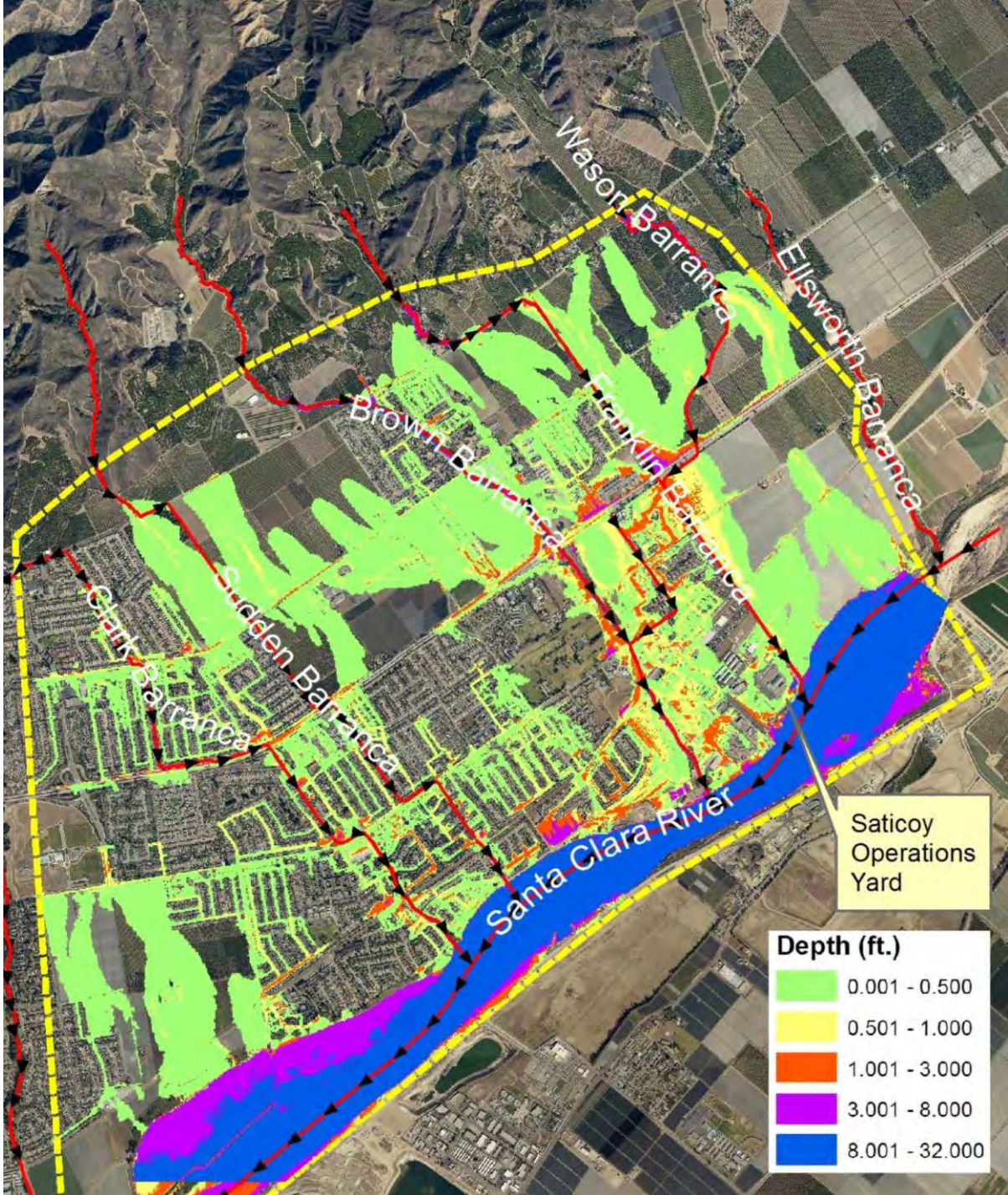
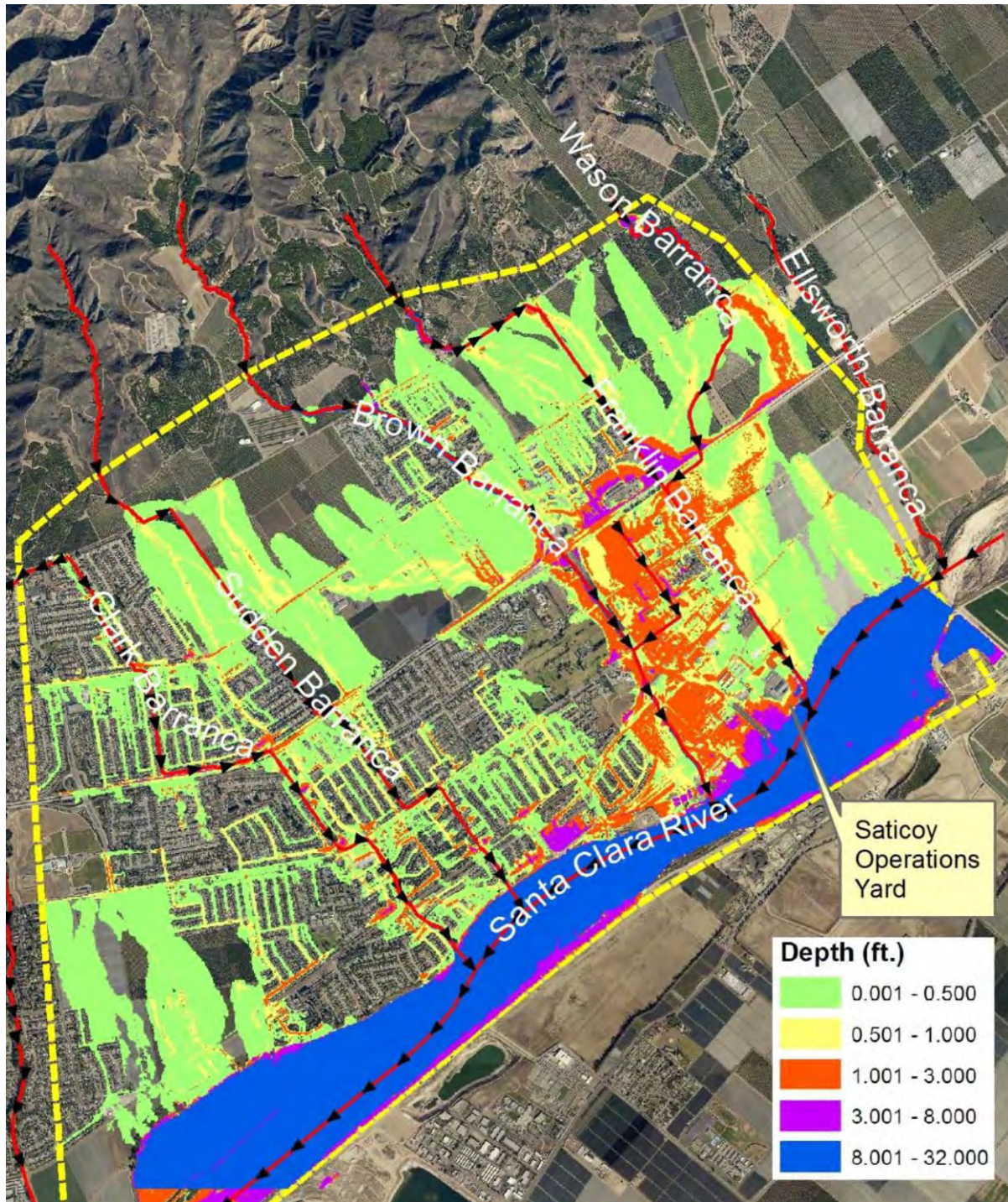


Figure 4.4-4 FSBC 500 YR



Dam Inundation. Flooding resulting from dam inundation is also a potential hazard to the Plan area. Table 4.4-1 illustrates those dams that could result in inundation of the Plan area in the unlikely event of failure. All of these dams meet applicable safety requirements and are inspected by the Division of Safety of Dams, California Department of Water Resources, twice per year to ensure they meet all safety requirements and that necessary maintenance is performed. The Castaic and Pyramid Dam inundation area lies north of Olivas Park Drive and south of U.S. 101 and SR 126. See Figure 4.4-5 for dam inundation zones.

**Table 4.4-1 Existing Dams with the Potential to Affect the Project Area**

Dam Name	Location	Construction Material	Capacity (Acre Feet)
Bouquet Dam	Bouquet Creek	Earth Fill	36,505
Santa Felicia Dam	Piru Creek 5 miles N of town of Piru	Earth Fill	100,000*
Castaic Dam	Castaic Creek 1 mile NE of Castaic	Earth Fill	323,700
Pyramid Dam	Piru Creek 15 miles N of Castaic	Earth/Rock Fill	178,700

Table Source: <http://www.water.ca.gov/damsafety/damlisting/> accessed February 25, 2015.

\* According to United Water Conservation District, the capacity of the Santa Felicia Dam is 82,444.

**Figure 4.4-5 Dam Inundation Zones**



Source: City of San Buenaventura and Rincon Consultants, Inc., 2005.



## Regulatory Setting

Development in the Plan area is subject to various local, state, and federal regulations and permits regarding the use of water resources and the management of watersheds and floodplains. The Los Angeles Regional Water Quality Control Board, the California Department of Water Resources and the Ventura County Watershed Protection District are the primary agencies responsible for the protection of watersheds, floodplains, and water quality in the Plan area.

As discussed previously, FEMA establishes base flood heights for the 1% annual chance (100-year) and 0.2% annual chance (500-year) flood zones. In addition, unincorporated areas of the County, such as the Plan area, are subject to the provisions of the County of Ventura's Floodplain Management Ordinance. The Ordinance requires that any proposed development within the 1% annual chance (100-year) floodplain, including habitable or non-habitable structures, site disturbance such as land grading, and temporary or permanent storage of equipment or materials, shall require the issuance of a Floodplain Development Permit. Further, development activity in the 0.2% annual chance floodplain (500-year) may require the issuance of a Floodplain Clearance from the County of Ventura Public Works Agency.

### 4.4.2 Impact Analysis

#### Methodology and Threshold Criteria

This evaluation is based on a review of existing information that has been developed for the proposed Area Plan Update and other available regional sources. The significance criteria for impacts on water resources are established in the 2010 adopted Ventura County Initial Study Assessment Guidelines (ISAG). According to the ISAGs, the proposed Area Plan Update would have a significant adverse impact related to flooding if it would:

- Result in a potential erosion/siltation hazard and flooding hazard pursuant to any of the following documents (individually, collectively, or in combination with one another):
  - 2007 Ventura County Building Code Ordinance No.4369 (Adopted November 20, 2007)
  - Ventura County Land Development Manual
  - Ventura County Subdivision Ordinance
  - Ventura County Coastal Zoning Ordinance
  - Ventura County Non-Coastal Zoning Ordinance
  - Ventura County Standard Land Development Specifications
  - Ventura County Road Standards
  - Ventura County Floodplain Management Ordinance
  - Ventura County Watershed Protection District Hydrology Manual
  - County of Ventura Stormwater Quality Ordinance, Ordinance No. 4142 (Adopted July 22, 1997)

- Ventura County Hillside Erosion Control Ordinance, Ordinance No. 3539 (Adopted April 7, 1981) and Ordinance No. 3683 (Adopted March 20, 1984)
- Ventura County Municipal Storm Water NPDES Permit
- State General Construction Permit
- State General Industrial Permit
- National Pollutant Discharge Elimination System (NPDES) (ISAG 17a)
- Be located outside of the boundaries of a Special Flood Hazard Area and entirely within a FEMA-determined 'X-Unshaded' flood zone (beyond the 0.2% annual chance floodplain: beyond the 500-year floodplain)? (ISAG 17b)
- Be located outside of the boundaries of a Special Flood Hazard Area and entirely within a FEMA-determined 'X-Shaded' flood zone (within the 0.2% annual chance floodplain: within the 500-year floodplain)? (ISAG 17b)
- Be located, in part or in whole, within the boundaries of a Special Flood Hazard Area (1% annual chance floodplain: 100-year), but located entirely outside of the boundaries of the Regulatory Floodway? (ISAG 17b)
- Be located, in part or in whole, within the boundaries of the Regulatory Floodway, as determined using the 'Effective' FEMA FIRMs (ISAG 17b)
- Be consistent with the applicable General Plan Goals and Policies for Item 17B of the Initial Study Assessment Guidelines? (ISAG 17b)
- Either directly or indirectly, impact flood control facilities and watercourses by obstructing, impairing, diverting, impeding, or altering the characteristics of the flow of water, resulting in exposing adjacent property and the community to increased risk for flood hazards? (ISAG 31a)
- Result in the possibility of deposition of sediment and debris materials within existing channels and allied obstruction of flow? (ISAG 31b)
- Impact the capacity of the channel and the potential for overflow during design storm conditions? (ISAG 31b)
- Result in the potential for increased runoff and the effects on Areas of Special Flood Hazard and regulatory channels both on and off site? (ISAG 31b)
- Involve an increase in flow to and from natural and man-made drainage channels and facilities? (ISAG 31b)

Discretionary projects as defined in the NCZO and Old Town Saticoy Development Code would be reviewed for conformance with applicable thresholds during the discretionary permitting process and appropriate mitigation measures would be applied as conditions of approval.

### **Project Impacts**

**Impact F -1 Development facilitated by the Area Plan Update could place new development within FEMA designated Flood Hazard Areas, areas subject to flooding in the Franklin – Brown – Sudden – Clark Barranca 2-Dimensional Floodplain Analysis and dam inundation zones. However, for development proposed within the 1% annual chance (100-year) and the 0.2% (500-year) annual chance floodplains, but not within the Regulatory Floodway, compliance with the County**

**Floodplain Management Ordinance, General Plan policies, and proposed Area Plan policies, would reduce impacts to a *less than significant* level.**

As indicated on the FEMA FIRMs, portions of the Plan area are located within the 1% annual chance (100-year) and 0.2% annual chance (500-year) floodplains. Currently, Brown Barranca is located in the 1% annual chance floodplain and areas located along the Barranca are located in the 0.2% annual chance flood zone. Potential flooding issues related to new development under the Area Plan Update would be addressed on a case-by-case basis during the discretionary review process and subject to all Federal and local laws and regulations, mentioned above. Local regulations are based on hazards defined by FEMA mapping. As such, development specifically within the 1% annual chance and 0.2% annual chance floodplains under the Area Plan Update would typically result in a finding of less than significant for flooding hazards because the current regulations provide measures to adequately reduce the risk of potential loss of life and damage to property and structures as a result of the determined flood hazard.

However, based on the *Franklin - Brown - Sudden - Clark Barranca 2-Dimensional Floodplain Analysis* (FBSC) report (2014), potential flooding hazards in the Plan area may be greater than those currently mapped by FEMA (see Figures 4.4-2, 4.4-3 and 4.4-4). According to the FBSC report, downstream of Darling Road, the Brown Barranca has limited capacity to convey between a 10-year and 25-year storm event. The Telephone Road and Brown Barranca undercrossing is the location of confluence with the Saticoy Drain, the capacity of which is equivalent to a 50-year storm event. The segment of the channel at the railroad crossing bridge downstream of Telephone Road has capacity to carry approximately the 15-year flow. The agricultural areas located west of Brown Barranca will be completely inundated from 50-year storm events or greater (see Figure 4.4-2).

According to the FBSC report, flows will overtop the banks and combine with local runoff to create shallow flooding within the Plan area during a 100-year storm event (see Figure 4.4-3). The Saticoy Operations Yard will be inundated by flow depth of 6 inches to as much as 1 foot in a 100-year storm event (see Figure 4.4-3). In addition, future improvements to the upstream Franklin Barranca drainage system may result in increased runoff reaching the Santa Clara River and the Plan area. This condition could inadvertently increase the flooding within the Plan area from Franklin Barranca.

Policy 2.10.2.2 of the General Plan requires recordation of a Notice of Flood Hazard or dedication of a flowage easement with the County Recorder for all divisions of land and discretionary permits within areas subject to flooding as determined by FEMA on the latest available FIRMs (Although flowage easements are generally not used.). Policy 2.10.2.3 of the General Plan requires development proposed within the floodplain to be designed and built to standards intended to mitigate to the extent possible the impacts from the 1% annual chance storm. Policy 2.10.2.4 of the General Plan requires

any structures which are constructed in floodplain areas to comply with Title 44 Code of Federal Regulations Sections 59 through 70, the County Floodplain Management Ordinance, and incorporate measures to reduce flood damage to the structure and to eliminate any increased potential flood hazard in the general area due to such construction. The County Floodplain Management Ordinance requires that any proposed development within the 1% annual chance (100-year) floodplain, including site grading and temporary or permanent storage of equipment or materials, shall require the issuance of a Floodplain Development Permit or Floodplain Clearance from the County of Ventura Public Works Agency.

In addition, the Area Plan Update includes additional policies regulating development within flood hazard areas. Policy HAZ-2.2 ~~†~~ requires any development affecting the Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River to obtain a Watercourse Permit from the Ventura County Watershed Protection District. Policy HAZ-2.6 ~~5~~ requires habitable or non-habitable development or redevelopment proposed within the 1% annual chance (100-year) floodplain to obtain a Floodplain Development Permit from the Ventura County Public Works Agency prior to issuance of a grading permit, building permit, or other County of Ventura permit. ~~Policy HAZ-2.7 requires habitable or non-habitable development or redevelopment proposed within the 0.2% annual chance (500-year) floodplain to obtain a Floodplain Clearance from the Ventura County Public Works Agency prior to issuance of a grading permit, building permit, or other County of Ventura permit.~~

Compliance with these requirements helps minimize the risk of flood damage to new and substantially improved/repaired/remodeled buildings. 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 FBSC 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. Section 5.2.2 of the County Floodplain Management Ordinance requires new non-residential construction to either meet the residential requirements laid out in section 5.2.1 or be flood-proofed so that below a level one foot above the base flood elevation the structure is watertight with walls substantially impermeable to the passage of water, as set out in Title 44 Code of Federal Regulations Sections 59 and 60.

It is feasible that elevation of structures could be achieved through use of fill material and structural components. Compliance with Sections 5.2.1 and 5.2.2 would reduce impacts from flood hazards associated with placement of new structures and major structural renovations and remodels of existing structures within FEMA designated Flood Hazard Areas.

Portions of the Project Area are also potentially subject to inundation from a number of dams (see Figure 4.4-2). However, response to dam inundation risk is already

addressed through notification and evacuation procedures at the County and regional levels. Implementation of the Area Plan Update would not alter evacuation procedures at the County or regional level and new development would be required to adhere to existing procedures or seek approval from required agencies. Compliance with these requirements would reduce flooding impacts due to dam inundation to a *less than significant* level.

**Impact F-2 Development facilitated by the Area Plan Update would alter the existing drainage pattern of the area, potentially increasing stormwater runoff in areas where existing flood control facilities are deficient and expose adjacent property and the community to increased risk for flood hazards. However, compliance with the Los Angeles RWQCB MS4 permit for Ventura County, General Plan policies, and proposed Area Plan policies, would reduce impacts to a *less than significant* level.**

Development under the Area Plan Update would result in alterations to drainage, such as changes in ground surface permeability via paving, and changes in topography via grading and excavation. As such, development allowed by the Area Plan Update would increase the area covered by impervious surfaces, resulting in potential increases in surface runoff. Development under the Area Plan Update would also result in the construction of structures which may impede or redirect flows, exposing adjacent property and the community to increased flood hazard risk.

Implementation of General Plan Policies 2.10.2.2, 2.10.2.3, and 2.10.2.4 and Area Plan Update policies HAZ-2.1 through HAZ-2.7 (listed in Section 4.4.4 below), would minimize stormwater runoff and the risk of flood hazards. Future development within the Plan area would be addressed on a case-by-case basis and individual developers would be required to implement solutions to address project-level impacts. Even with limited acreage, on-site solutions, such as detention facilities constructed under parking lots and/or utilization of impervious paving methods, could be employed to minimize runoff. In the event that on-site solutions are unavailable, individual developers may contribute to the funding of regional solutions, such as off-site detention basins and/or drainage facility capacity enhancement projects. Specifically, the Los Angeles RWQCB MS4 permit for Ventura County requires all new development and redevelopment projects to control runoff volume emanating from impervious surfaces through infiltration, storage for reuse, evapotranspiration, or bioretention/biofiltration by reducing the percentage of Effective Impervious Area (EIA) to 5 percent or less of the total project area. If the required EIA cannot be accommodated on-site, the MS4 permit allows alternative compliance measures including payment of in lieu fees or off-site mitigation.

Implementation of the applicable regulatory requirements, in combination with the General Plan policies and the proposed Area Plan Update policies would reduce impacts related to surface runoff to a *less than significant level*.

**Impact F-3** During construction of projects under the Area Plan Update, the soil surface would be subject to erosion and the adjacent stormwater channels would be subject to obstruction from sediment deposition. However, compliance with the Construction General Permit would reduce impacts to *less than significant* level.

Development facilitated by the Area Plan Update would result in temporary soil disturbance during construction as a result of earth-moving activities, such as excavation and trenching for foundations and utilities, soil compaction and moving, cut and fill activities, and grading. If not managed properly, disturbed soils would be susceptible to high rates of erosion from wind and rain, resulting in sediment transport via stormwater runoff from the Plan area. Sediment from the Plan area could be deposited within existing channels and result in obstruction of flow. Compliance with SWRCB's General Construction Permit would reduce the risk of short-term erosion resulting from drainage alterations during construction and would minimize the potential for construction activities to alter natural drainages via the deposition of sediments. See Section 4.2, Water Resources – Groundwater and Surface Water Quality, for further information regarding the requirements of the Construction General Permit. Impacts would be *less than significant*.

#### **Cumulative Impacts**

Continued development in and around the Plan area will increase the amount of impervious surfaces that in turn will concentrate flow, and increase volume and velocity of runoff. As discussed in Section 3.0, Environmental Setting, planned cumulative development in the surrounding area is within the jurisdiction of the City of Ventura and would potentially add 1,296 residential units and 32,400 sf of commercial land uses. All new development would be subject to regulatory requirements to reduce erosion and flooding impacts. It is important therefore, that where development is proposed adjacent to the Plan area within the City of Ventura, project development be coordinated with the Ventura County Public Works Agency to address potential cumulative impacts of the flood hazard to both communities. All development within the County jurisdiction would also be subject to applicable NPDES permits and the County General Plan and Area Plan Update goals and policies. Compliance with each of these regulatory requirements would address cumulative flooding and erosion impacts which would be *less than significant*.

#### **4.4.3 Mitigation Measures and Residual Impacts**

Based on the stated criteria, no residual impacts related to flooding would occur and no mitigation measures would be required.

#### **4.4.4 General Plan Consistency**

The following Ventura County General Plan goals and policies address flooding hazards:

### 2.10.1 Goals

1. Minimize the risk of loss of life, injury, damage to property, and economic and social dislocations resulting from flood hazards.
2. Design and construct appropriate surface drainage and flood control facilities as funding permits.
3. Prevent incompatible land uses and development within *floodplains*.

### 2.10.2 Policies

1. Land use in the *regulatory floodway* should be limited to open space, agriculture, or passive to low intensity recreational uses, subject to the approval of the County Public Works Agency. The *floodway's* principal use is for safely conveying floodwater away from people and property.
2. Within areas subject to flooding as determined by the Federal Emergency Management Agency on the latest available Digital Flood Insurance Rate Maps (DFIRMs), the County shall require the recordation of a *Notice of Flood Hazard* or dedication of a *flowage easement* with the County Recorder for all divisions of land and *discretionary permits*.
3. Development proposed within the floodplain shall be designed and built to standards intended to mitigate to the extent possible the impacts from the one percent annual chance storm.
4. The design of any structures which are constructed in *floodplain* areas as depicted on the Hazards Protection Maps, shall be governed by Federal regulations, as well as the County Floodplain Management Ordinance and shall incorporate measures to reduce flood damage to the structure and to eliminate any increased potential flood hazard in the general area due to such construction.

In addition, the proposed Saticoy Area Plan Update includes the following goal and policies related to flooding and erosion:

#### **Public Facilities Goal #2**

Water conservation and water quality protection measures are implemented in new construction, landscaping and irrigation systems.

**PF-2.2** Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.

#### **HAZARDS Goal #2**

Hazards due to floods and erosion are minimized by providing adequate flood control facilities.

**HAZ-2.1** The Ventura County Public Works Agency shall regulate, by means of a Floodplain Development Permit, any development as defined in the Ventura County Floodplain Management Ordinance 3954, as amended, affecting the Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River.

**HAZ-2.2** The Ventura County Watershed Protection District shall regulate, by means of a Watercourse Permit and/or Encroachment Permit, any development that has been deemed by the District to impact the bed, banks, and overflow areas of Brown Barranca, Franklin Barranca, the Saticoy Drain, and the Santa Clara River, pursuant to the Ventura County Watershed Protection District Ordinance WP-2, as amended.

**HAZ-2.3** Discretionary development shall be located and designed to minimize potential damage due to flood hazards or riverbank erosion. Outdoor storage uses may be allowed in areas subject to flooding if sufficiently contained as determined by the Watershed Protection District.

**HAZ-2.4** Public facilities that provide critical, public safety services should be designed to remain operable during a one percent annual chance (100-year) flood event (see PF-4.1). ~~Critical public facilities should be designed to remain operable during a one percent annual chance (100-year) flood event.~~

**HAZ-2.5** No development or redevelopment, including site grading and temporary or permanent storage of materials and equipment, shall be permitted within the Regulatory Floodway, as it is defined by the Federal Emergency Management Agency (FEMA).

**HAZ-2.6** A Floodplain Development Permit shall be required for private or public development or redevelopment proposed within the one percent annual chance (100-year) floodplain.

**HAZ-2.7** To reduce the risk of potential loss of life and property, discretionary development that is located within the one percent annual chance (100-year) floodplain shall incorporate floodplain improvements that maximize infiltration of flood water and minimize run-off. Where feasible, channel and floodplain improvements shall preserve the beneficial uses of the floodplain including flood flow storage and groundwater recharge and shall mimic natural floodplain conditions.

All of the goals and policies listed above would be required to be adhered to during the discretionary review process. In addition, both discretionary and ministerial development must comply with the requirements of the County's MS4 permit. Ministerial development is monitored during the building permit process. The proposed goals and policies in the Saticoy Area Plan update serve to enhance and support those in the countywide General Plan. Therefore, the Area Plan Update is consistent with the General Plan. In addition, continued implementation of these policies will ensure that new development is consistent with the County's General Plan goals and policies related to flooding hazards.



## 4.5 CULTURAL RESOURCES – HISTORIC

The impacts to historic resources evaluated in this section are based on a *Historic Resources Survey and Context* for the Town of Saticoy completed in February 2014 (Historic Resources Report) that was prepared in conjunction with this project by San Buenaventura Research Associates (SBRA) and adopted by the Cultural Heritage Board in December 2014 (Appendix D.1). Although the Historic Resources Report was adopted by the Cultural Heritage Board, the potential Sites of Merit have not been designated, as is discussed in the following analysis.

### 4.5.1 Setting

#### Historical Context

The following provides a summary of the historical context statement taken from the Historic Resources Report.

The town of Saticoy takes its name from the important Chumash village of Sa'aqtik'oy once located in the area around the Saticoy Springs. By the time of the founding of Mission San Buenaventura in 1782, the village of Sa'aqtik'oy was reduced to a minor or seasonal native settlement. However, the Chumash resettled after the secularization of the Missions in 1834. The last major Chumash ceremonial gathering was in 1869.

A historic context statement is an organizing structure for interpreting history that groups information about historical resources sharing a common theme, common geographical area, or a common chronology. The development of a historic context is a foundation for decisions about the planning, identification, evaluation, registration, and treatment of historical resources, based upon comparative historic significance within an established framework.

The historic context for Saticoy has been divided into four chronological periods, each marked by the major historic events that define the social and physical character of the community. The first time period, Pioneer Settlement (1870-1887), is only briefly described in this context statement because no historic resources remain from this period and all of the settlement activity during this period occurred outside of the survey area. The Two Townsites period (1887-1912) discusses the early development of Saticoy, and the competing townsites, from the arrival of the Southern Pacific Railroad to the completion of the Saticoy bridge over the Santa Clara River in 1912. The third time period, Railroad Saticoy (1912-1945), describes the period after the completion of the bridge, as Saticoy developed into a crossroads community. The final time period, Postwar Era (1945-1968), describes the changes that occurred in Saticoy along with the suburbanization of Ventura County after World War II. Although other important events have occurred in Saticoy since 1968, this context ends in a year reflecting the conventional fifty year limit (minus five years) for considering properties to be potential historic resources.

## **Regulatory Setting**

### **National Register**

The National Register of Historic Places is that Nation's official list of cultural resources worthy of preservation. Authorized under the National Historic Preservation Act of 1966, the National Register is part of a national program to coordinate and support public and private efforts to identify, evaluate and protect our historic and archaeological resources. Properties listed in the Register include districts, sites, buildings, structures, and objects that are significant in American history, architecture, archaeology, engineering and culture. The National Register is administered by the National Park Service, which is part of the U.S. Department of the Interior. The Saticoy Area Plan has three sites which are eligible to be listed on the National Register of Historic Places.

### **California Register of Historical Resources**

The State Historic Resources Commission is responsible for maintaining a statewide inventory of historical resources, including historical landmarks and points of interest.

### **Ventura County Cultural Heritage Board and Ordinance**

The Ventura County Cultural Heritage Board (CHB) was established in 1966 to advise the Board of Supervisors regarding historic landmark designation and preservation. To date the Cultural Heritage Board has designated 174 Historical Landmarks and 10 Historical Points of Interest. The Ventura County Historic Preservation Plan sets forth goals, historic context, regulatory setting, preservation incentives, survey priorities and an agenda for future action for historic preservation in Ventura County. The Cultural Heritage Ordinance (Ventura County Ordinance Code, beginning at Section 1360) provides a process to protect historic resources and authorizes County staff and the CHB to implement this process.

The CHB is responsible for developing and enforcing guidelines for local Historic Districts, Landmarks, Points of Interest, Sites of Merit (collectively known as designated Cultural Heritage Sites) and potentially eligible historic resources. This is accomplished through a review process, established by the Cultural Heritage Ordinance, for all maintenance, alteration, restoration, rehabilitation, remodeling, additions, change of use, demolition, relocation, or subdivision of a designated Cultural Heritage Site or potential site. Additionally, the CHB has the authority to designate Cultural Heritage Sites where the property owner has no objection to a site's designation.

As part of their CEQA review responsibilities, the CHB identifies and advises the County Planning Division of designated Cultural Heritage Sites or those potentially eligible for designation; assesses and advises the Planning Director whether a proposed project would have a substantial change on the significance of such Cultural Heritage Sites or potential sites; and recommends to the Planning Director appropriate action regarding Cultural Heritage Sites and eligible sites in compliance with the County's adopted CEQA procedures known as the Initial Study Assessment Guidelines (ISAGs).

Further, CEQA requires evaluation of project impacts on historic resources, including properties listed in (or determined eligible for listing in) the California Register of

Historical Resources or included in a local register of historical resources. The specified methodology for determining if impacts are mitigated to less than significant levels are the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (the Secretary of the Interior's Standards or SIS) (1995), publication of the National Park Service. A project that has been determined to conform to the Secretary of the Interior's Standards can generally be considered to be a project that will not cause a significant impact.

Two sites (shown below) located within the Saticoy Area Plan boundary, including the Saticoy Walnut Growers Association Warehouse and Farmers and Merchants Bank, are currently listed as Ventura County Historical Landmarks that were designated as such by the BOS/CHB.

### **Ventura County General Plan**

The following General Plan *Policies* were found to be applicable to this project:

**Policy 1.8.2-2** Discretionary development shall be designed or re-designed to avoid potential impacts to significant paleontological or cultural resources whenever possible. Unavoidable impacts, whenever possible, shall be reduced to a less than significant level and/or shall be mitigated by extracting maximum recoverable data. Determinations of impacts, significance and mitigation shall be made by qualified archaeological (in consultation with recognized local Native American groups), historical or paleontological consultants, depending on the type of resource in question.

**Policy 1.8.2-3** Mitigation of significant impacts on cultural or paleontological resources shall follow the Guidelines of the State Office of Historic Preservation, the State Native American Heritage Commission, and shall be performed in consultation with professionals in their respective areas of expertise.

**Policy 1.8.2-5** During environmental review of discretionary development the reviewing agency shall be responsible for identifying sites having potential archaeological, architectural or historical significance and this information shall be provided to the County Cultural Heritage Board for evaluation.

**Policy 1.8.2-6** The Building and Safety Division shall utilize the State Historic Building code for preserving historic sites in the County.

In keeping with Policy 1.8.2-3, a policy is included in the Area Plan that requires certain identified sites to follow the Guidelines of the State Office of Historic Preservation as discussed in the Mitigation Measures section below.

### **Historic Survey Results**

The Historic Resources Report included an evaluation of 311 assessor parcels and covered the entire Area Plan boundary. Several notable structures were identified:

- The Saticoy train depot (built in 1887), the Farmers & Merchants Bank (built in 1911) and the Walnut Growers Association Warehouse (built in 1919) were found to be individually eligible for listing on the National Register of Historic Places.

- Twenty-one other structures (a combination of residential dwellings, commercial buildings, and churches) were found to be potentially eligible for designation under the County’s local criteria as Sites of Merit.

The results of the survey are summarized in Table 4.5-1.

**Table 4.5-1: Summary of Historic Survey Results**

Number of Parcels	Status Code	
3	3s	Found to be individually eligible for listing on the National Register of Historic Places (two of these properties are already listed as Ventura County Landmarks).
21	5s3	Found to be individually eligible for designation under Ventura County Criteria as Sites of Merit.
196	6z	Ineligible, due to insufficient age or integrity.
45	7r	Eligibility status not determined.
46	--	Vacant land, parking lots, open storage yards, flood control, etc.
<b>311</b>		

Table Source: SBRA, Historic Resources Survey & Context for the Town of Saticoy, 2014.

The following summarizes the background of the three sites within the Project Area that are individually eligible for listing on the National Register of Historic Places:



**Saticoy Walnut Growers Association Warehouse (County Landmark #117).** The Saticoy Walnut Growers Association was constructed in 1919 and is located at 1255 S. Wells Road. The warehouse is a reminder of the walnut industry in Ventura County, the growth of the farming cooperative movement in California, and the importance of Saticoy as a local shipping point for agricultural products. This property was designated as Ventura County Landmark #117 in June 1988.



**Saticoy Southern Pacific Railroad Depot.** The Saticoy Southern Pacific Railroad Depot was constructed in 1887 and is located at 11220 Azahar Street. The depot is significant because it directly relates to the establishment of the town of Saticoy in 1887 and the boom era of the 1880s in Southern California. Ventura County, the Southern Pacific line from Saugus through the Santa Clara Valley to Ventura was completed in 1887, and brought with it vastly improved development opportunities everywhere in the county, but particularly in localities with direct access to passenger and freight services. This property is eligible for listing on the National Register, the California Register and as a Ventura County Landmark.



**Farmers and Merchants Bank (County Landmark #119).** The Farmers and Merchants Bank of Santa Paula Saticoy Branch was established in 1911 and is located at 1203 Los Angeles Ave. The bank was one of the first buildings to be constructed with the construction of a modern road connection across the Santa Clara River in 1912, later designated State Route 118. This property was designated as Ventura County Landmark #119 in 1988 and may be eligible for listing on the National Register.

The remaining 21 sites that were found to be individually eligible for designation as Sites of Merit under Ventura County Criteria are scattered through the Old Town area. These are identified in Appendix D1.

#### **CHB Review of Historic Resources Report**

In accordance with the County's procedures, the draft Historic Resources Report was reviewed by the County CHB on February 24, 2014. The CHB accepted the survey and context statement with the following two requests:

1. Design standards should be developed for the Area Plan based upon data in the Historic Resource Report; and
2. A potential downtown (i.e. - Town Center) historic district be added to the Area Plan with input from the CHB.

In response to the CHB's requests, County staff evaluated the option of providing additional design standards to protect the identified historic resources within the Saticoy Area Plan boundary. It was decided that rather than re-inventing new standards for the

Saticoy Community, the Secretary of the Interior Standards (SIS) would be used to achieve this request. In response to the formation of a downtown historic district, County staff evaluated this option in conjunction with the Historic Resource Report consultants and decided that there was not ample justification to achieve a historic district in downtown Saticoy. The Saticoy Historic Resources Report was adopted by the CHB in December 2014.

#### 4.5.2 Impact Analysis

This section addresses the potential impacts of the proposed Area Plan update on historical resources.

##### Thresholds of Significance Criteria

**Identifying Resources.** According to the County of Ventura Initial Study Assessment Guidelines (ISAG), historical resources include the following:

1. A resource listed in, or determined to be eligible by the State Historical Resources Commission, for listing in the California Register of Historical Resources (Pub. Res. Code SS5024.1, Title 14 CCR, Section 4850 et. seq.).
2. A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of Section 5024.1(g) of the Public Resources Code.
3. Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be an historical resource. Generally, a resource shall be considered by the lead agency to be historically significant if the resource meets the criteria for listing on the California Register of Historical Resources (Pub. Res. Code Section S5024.1; Title 14 CCR, Section 4852) including the following:
  - a. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
  - b. Is associated with the lives of persons important in our past;
  - c. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
  - d. Has yielded, or may be likely to yield, information important in prehistory or history.
4. The fact that a resource is not listed in, or determined to be eligible for listing in the California Register of Historical Resources, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in an historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that

the resource may be an historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

5. Historical resource includes, but is not limited to, any object, building, structure, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California. (Public Resources Code, Section 5020.1(j).)

**Thresholds.** For historic resources, a project with an effect that may cause a substantial adverse change in the significance of an historical resource is a project that may have a significant effect on the environment. Substantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of the historical resource would be materially impaired. (CEQA Guidelines Section 15064.5.)

The significance of an historic resource is materially impaired when a project:

1. Demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for, inclusion in the California Register of Historical Resources; or
2. Demolishes or materially alters in an adverse manner those physical characteristics that account for its inclusion in a local register of historical resources pursuant to Section 5020.1(k) requirements of Section 5024.1(g) of the Public Resources Code, unless the public agency reviewing the effects of the project establishes by a preponderance of evidence that the resource is not historically or culturally significant; or
3. Demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its historical significance and that justify its eligibility for inclusion in the California Register of Historical Resources as determined by a lead agency for purposes of CEQA.
4. Demolition, relocation, or alteration such that the significance of an historical resource would be impaired. (Public Resources Code, Sec. 5020(q))

### **Project Impacts**

Potential impacts to cultural resources include direct impacts, (e.g., direct destruction of archaeological and historical sites from construction and grading activities) and indirect impacts of cumulative development in the unincorporated areas. Potential impacts to archeological resources were found not to be significant and are discussed in the Initial Study (Appendix A, Section 8A). For this project, potential impacts to historic resources are evaluated based on the potential for destruction or significant alteration to the 24 sites identified as individually eligible for listing on the National Register of Historic Places or for designation under Ventura County Criteria as potential Sites of Merit. In addition, the process

for evaluating and mitigating impacts to parcels that were “undetermined” in the Historic Resources Report is provided.

The adoption of the proposed update to the Saticoy Area Plan will not directly result in demolition, destruction or significant alteration of historic resources. However, potential discretionary development that could occur within the Area Plan boundary and proposed land use changes (re-designation of parcels) within the Area Plan boundary could have an impact on the identified resources. It is important to note that potential impacts to the identified resources could occur with or without the adoption of the Area Plan update.

**Impact CR(H)-1 Re-development of the three parcels that are currently listed (2 sites) and eligible (1site) for listing on the National Register of Historic Places could result in a significant impact to these historic resources. The two parcels that are already listed as Ventura County Landmarks are protected by their County Landmark status. However, the County-owned Railroad Depot is eligible but not listed. Implementation of the Cultural Heritage Ordinance will reduce potential impacts to the two Landmark sites to *less than significant* level. Implementation of the Cultural Heritage Ordinance and Area Plan Program LU-P4 will reduce potential impacts to the one eligible Landmark site (Train Depot) to *less than significant level with mitigation*.**

**Landmarks.** As noted previously, three structures within the Area Plan boundary were found to be individually eligible for listing on the National Register of Historic Places (two of these properties are already listed as Ventura County Landmarks). Two of the three parcels that are eligible for listing on the National Register of Historic Places are protected by their County Landmark status. However, the Railroad Depot, while eligible, is not currently a County Landmark. The Railroad Depot recently became property of Ventura County. In order to protect the Railroad Depot, a Program [Program LU-P4] was included in the Area Plan that reads as follows:

***Landmark Status for Depot:*** The County will: (1) submit a Nomination to the County’s Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark; (2) seek grant money to help fund necessary building improvements; and (3) pending available staff resources, ~~also~~ County staff will prepare an application to place this building on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations.

This Area Plan program is also supported by a standard in the proposed Old Town Saticoy Development Code that requires adherence to the Secretary of Interior Standards for all designated historic properties in Saticoy.

Once landmark status is obtained for the Railroad Depot, the two Landmark and one Landmark eligible structures would have adequate protection from demolition or significant alteration due to their status. A Certificate of Appropriateness (COA) issued by the Cultural



Heritage Board is required for Landmark sites prior to issuance of discretionary permit approvals. As stated in Section 1366 of the Ventura County Cultural Heritage Ordinance:

COA (and as they may be conditioned) are authorizations issued by the Cultural Heritage Board, or support staff in accordance with criteria adopted by the Board, which indicate that the proposed maintenance, alteration, restoration, rehabilitation, remodeling, addition, change of use, demolition, relocation, or subdivision of a designated Cultural Heritage Site will not adversely affect its cultural heritage values; or unduly compromise the eligibility of a potential site to become a designated Cultural Heritage Site.

Therefore, implementation of the Cultural Heritage Ordinance will reduce potential impacts to the two Landmark sites to a *less than significant* level and, *with Program LU-P4 added as a mitigation measure*, will reduce potential impacts to the one eligible Landmark site to a *less than significant* level.

- Impact CR(H)-2**
- a. Re-development of parcels that are eligible Sites of Merit could result in a significant impact to these historic resources. Of the 21 parcels that are designated as eligible Sites of Merit in the Historic Resources Report (Status Code 5s3), nine (9) sites are proposed for a change of land use. Five (5) of the nine (9) sites that are proposed to be re-designated to a different land use that is similar to the existing land use and are suitable for adaptive re-use. Implementation of the Cultural Heritage Ordinance, the proposed Old Town Saticoy Development Code and Area Plan Program LU-P6 would reduce *potential impacts to five (5) of the eligible Sites of Merit to less than significant level.***
  - b. However, the Area Plan update includes proposed land use changes (re-designation of parcels) for four (4) of the eligible Sites of Merit from Residential to Industrial. It is reasonable to assume that re-designating parcels to different land uses would encourage substantial alteration or demolition of the eligible Site of Merit in a favorable economic environment, provided that the existing structure cannot be adapted to the new use. Redevelopment of these parcels is therefore consistent with project objectives, and the impact of re-designation of the four (4) parcels (proposed to change land use designations from Residential to Industrial) and eligible as Sites of Merit remains *significant and adverse* and would require a statement of overriding considerations.**

**Eligible Sites of Merit.** The Historic Resources Report identified 21 parcels that are eligible to be designated as Sites of Merit. As noted, the Historic Resources Report was adopted by the CHB in December 2014. Therefore, the eligible Sites of Merit are considered to be a significant historic resource. However, the eligible Sites of Merit are not “designated” Sites of Merit until they undergo the designation process in a public hearing as set forth in the Cultural Heritage Ordinance (CHO Section 1365). These sites are nonetheless considered potential historic resources, which means alterations or demolition of the identified sites are subject to review by the Cultural Heritage Board (CHB). Given their status, a request for demolition is subject to Section 1366 of the CHO that requires a COA issued by the CHB prior to issuance

of discretionary permit approvals. In addition, a request for alterations of the identified sites is subject to Section 1364-12 of the CHO that requires a Certificate of Review (COR) issued by the CHB or their staff prior to issuance of discretionary permit approval. Given that the proposed Old Town Saticoy Development Code requires a heightened review over the NCZO for development of duplex and triplex structures that requires approval of a Planned Development Permit (PD), re-development of any of the eligible Sites of Merit will fall under the discretionary review process. The applicability of the CHO is relevant with or without adoption of the proposed Area Plan update.

Although adoption of the Area Plan update will not result in a direct impact on the eligible Sites of Merit, potential development allowed by the Area Plan update could result in the alteration or demolition of these structures if the existing structure cannot be used for the proposed use. Changes in land use for eligible Sites of Merit occur on Nardo Street, and such changes were deemed necessary to meet project objectives related to economic revitalization and resolution of long-standing land use conflicts. Meeting project objectives therefore requires redevelopment of certain segments of the Saticoy community. This is particularly true for the four (4) eligible Sites of Merit that are proposed to be re-designated to new land uses.

**Analysis of Re-designation of Potential Sites of Merit.** Of the 21 parcels that are designated as eligible Sites of Merit in the Historic Resources Report (Status Code 5s3), 12 will remain in a similar land use category to the current Area Plan or are suitable for adaptive re-use. Of those 12 parcels, adaptive reuse of existing historic structures is anticipated, and the proposed Old Town Saticoy Development Code would require the application of Secretary of Interior (SOI) standards for historic properties to proposed alterations (see discussion under CR(H-3)).

However, the proposed Area Plan update would result in the re-designation of nine (9) of the 21 eligible sites under the Ventura County criteria to new land use designations and zoning. The purpose of these land use changes is twofold: (a) within Mixed Use areas, provide new opportunities for the development of affordable housing, and (b) within Old Town, reduce existing land use conflicts that result from proximity of industrial and residential use. Over time, the proposed land uses would result in a higher level of land use compatibility when compared to existing conditions, which “sandwich” residential uses between industrial uses (see project description). Four parcels along Nardo Street would be re-designated from Residential (R2-7,000) to Mixed Use (multi-family/commercial use). Three parcels along Nardo Street and one on Alelia Avenue would be re-designated from a residential zone (R2-7,000) to an industrial zone (M 1). One parcel on Los Angeles Avenue would be re-designated from Commercial to Mixed Use (TC & R/MU). Proposed re-designations of eligible sites of merit are shown in Table 4.5-2.

**Table 4.5-2 Eligible Sites of Merit Proposed to be Re-Designated**

APN	Location	Current Zoning	Proposed Zoning	Historical Status Code
090014203	Nardo Street	R2-7,000	R/MU	5s3
090014204	Nardo Street	R2-7,000	R/MU	5s3
090014207	Nardo Street	R2-7,000	R/MU	5s3
090014208	Nardo Street	R2-7,000	R/MU	5s3
090014301	Nardo Street	R2-7,000	IND	5s3
090014305	Nardo Street	R2-7,000	IND	5s3
090015231	Nardo Street	R2-7,000	IND	5s3
090014313	Alelia Ave	R2-7,000	IND	5s3
128002116	Los Angeles Ave	CPD	TC & R/MU	5s3

Table Historic Status Information Source: San Buenaventura Research Associates, 2014.

Zoning Legend:

R/MU = Residential Mixed Use

IND = Industrial

TC = Town Center (commercial)

R-2, 7000 = Residential zoning (Two-Family, 7000 SF Lots)

**Residential Zoned Parcels.** The seven (7) parcels on Nardo Street, and the parcel on Alelia Ave. currently contain residential dwelling units. The historical significance of these residential structures is related to the establishment and early development of the railroad town of Saticoy (1887-1912). Depending on the availability of water (see water supply analysis), it is likely that the re-designation of these parcels to a different land use would encourage a change in use. If the proposed use cannot be accommodated within the generally small, residential structure on these parcels, a change in use would likely result in demolition or significant alteration of those structures. The re-designations fall into two categories:

- The first category involves a zone change from R2 to R/MU, which translates to a change from residential to residential mixed use. These three (3) parcels are likely to be suitable for adaptive re-use or expansion of existing residential uses to multi-family since the existing and proposed uses are similar and compatible.
- The second category involves a zone change from R2 to IND, or industrial use. Although the proposed development code allows for new uses on these parcels, the County’s non-conforming use regulations would also allow the existing residential uses to remain in perpetuity.

As noted, those parcels that fall under the first category described above (R2 to R/MU) are likely to be suitable for adaptive re-use. Therefore, the re-designation is not likely to encourage re-development that involves demolition and is considered to have a **less than significant impact** on these three (3) parcels.

For those parcels that fall under the second category described above (R2 to IND), adaptive re-use is possible for some of the more benign industrial uses allowed by the proposed

development code (e.g., office buildings, etc.). However, if a landowner wants to redevelop the site to an active industrial use (e.g., recyclables collection centers and lumber sales yards), then significant alteration or demolition of existing structures may be required to accommodate the change in use. Thus, it is reasonable to assume that re-designating parcels from residential to industrial is likely to encourage substantial alteration or demolition in a favorable economic environment. This is consistent with the objectives of the Area Plan update, but it could result in a substantial adverse impact to eligible Sites of Merit. Unless a statement of overriding considerations is processed with the Area Plan update, individual landowners may be required to process an Environmental Impact Report (or supplemental EIR) prior to demolition. In this case, a project applicant would also be required to go before the CHB for review of the property as an eligible Site of Merit or the proposed project for a COA. Implementation of existing policies, along with the Cultural Heritage Ordinance and review by the CHB, can protect historic resources. However, the proposed Area Plan (through the re-designation of potential Sites of Merit) effectively encourages demolition of the historic resource. As a result, potential impacts to the four (4) eligible Sites of Merit proposed to be re-designated from Residential to Industrial use remain ***significant and unavoidable*** and a ***statement of overriding considerations*** will be necessary.

Commercial Zoned Parcel. Finally, the parcel located on Los Angeles Avenue that is proposed to be re-designated from CPD (commercial) to TC and R/MU is also subject to a change of use. This parcel currently contains a drive-in restaurant that is still in business. The parcel is large at 1.22 acres while the building is approximately 1,100 square feet. However, the parcel is divided by the railroad and the building occupies only the northern portion of the parcel. That said, because the parcel is large and the structure is small, it is possible that the existing building could be integrated into the design of a larger building or complex. In addition, the portion of the parcel that is south of the railroad is vacant, therefore redevelopment would not impact the Site of Merit. Therefore, the potential impact to this parcel is ***less than significant***.

**Impact CR(H)-3      Re-development of the 21 parcels that are eligible Sites of Merit could result in a significant impact to these historic resources. However, for the 12 parcels that will remain under a similar land use category in the proposed Area Plan, implementation of the Cultural Heritage Ordinance and Area Plan Program LU-P6 would reduce potential impacts to the eligible Sites of Merit to *less than significant* level.**

As previously mentioned, of the 21 parcels that are designated as eligible Sites of Merit in the Historic Resources Report (Status Code 5s3), 12 will remain in a similar land use category to the current Area Plan, but have been reassigned a different zoning designation that provides the potential for similar uses but with more flexibility (e.g., Residential to RES, CPD to TC). Structures located on these parcels are likely to be suitable for adaptive re-use or expansion of existing uses since the existing and proposed uses are similar and compatible. In these cases, an applicant will be required to go before the CHB for review of the property as an eligible Site of Merit or review of the proposed project for a COA. Implementation of existing policies, along with the Cultural Heritage Ordinance and with review by the CHB, will protect

these historic resources. Therefore, impacts to the 12 potential Sites of Merit that will retain the same or similar land use within the Saticoy Area Plan are *less than significant*.

**Impact CR(H)-4 Re-development of the 45 parcels where the historical significance was not determined could result in a significant impact to potential historic resources. However, implementation of the Cultural Heritage Ordinance and review by the CHB will reduce potential impacts to potential historical sites to *less than significant* level.**

**Undetermined Sites.** As shown in Appendix D.1, there are 45 sites where the historical significance was not determined. Because their historical significance could not be determined at this time, these parcels are subject to the standard review process for discretionary projects. This means applicants for discretionary projects on these parcels will be subject to a review to determine if any existing structures are eligible to be Cultural Heritage Sites and must comply with the Cultural Heritage Ordinance and CHB review process. Therefore, potential impacts to the parcels where the historical significance is not determined will be *less than significant*.

Discretionary Permit Review Process. The designation of a parcel as a Cultural Heritage Site provides a certain level of protection to historic resources, as the property owners are required to obtain a COA prior to proceeding with demolition or alteration of more than 50% of the structure. If the COA is denied, the request for a demolition/alteration permit on a Cultural Heritage Site is delayed for six months, during which time the County can try to negotiate a better solution with the owner. The existing process, as required by the County's Cultural Heritage Ordinance, does not guarantee preservation of the cultural resource. However, the Area Plan update does not alter the existing process and therefore has no impact on these potential resources.

If the proposed demolition requires a discretionary action, it could be subject to the preparation of an Environmental Impact Report (EIR)<sup>15</sup> that evaluates alternatives and mitigation measures. This is because CEQA considers the demolition of any historic structure to be a significant and unavoidable impact. With preparation of an EIR, a Statement of Overriding Considerations must be adopted by the Board of Supervisors before any action can be taken on the proposed project, including demolition of the structure. However, a Statement of Overriding Considerations is only approved when the benefits of the proposed project (i.e. the public good) outweigh the significant and unavoidable impacts to historical resources.

### 4.5.3 Mitigation Measures and Residual Impacts

As indicated, the County General Plan and the proposed Saticoy Area Plan provide policies that require research on the significance of potentially historic resources. These documents also encourage (or require) property owners to protect and maintain the integrity of the resource. In addition, applicants for discretionary development projects on Cultural Heritage Sites, and sites considered to be historically significant, are required to obtain a COA or,

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<sup>15</sup> Most likely, a Supplemental EIR prepared to this Environmental Impact Report.

alternatively, be subject to an EIR and statement of overriding considerations if demolition or significant alteration of the historic resource is proposed. Further, the County of Ventura has adopted review procedures that trigger the submission of an appropriate historic resources report by property owners proposing to substantially alter or demolish potentially historic properties. These procedures generally break down into two scopes of work: Phase I and Phase II Historic Resources Reports.

As a part of the Historic Resources Report prepared for the Area Plan update, SBRA recommended adoption of a methodology for preparing Screening reports. The SBRA also recommend that the Historic Resources Reports be prepared in accordance with the thresholds established below, when property owners propose to substantially alter, demolish, or otherwise change these properties in a manner that may result in the loss of character-defining features that contribute to its eligibility.

- Properties in this survey assigned a Status Code of 1-5 should be presumed to be historically significant. A Phase II Historic Resources Report should be prepared.
- Properties in this survey assigned a Status Code of 6z should be assumed to not be historically significant, either because the property is of insufficient age, or is ineligible to due to a lack of integrity. No Historic Resources Report preparation will be required for these properties.
- Properties in this survey assigned a Status Code of 7r should not be assumed to be either historically significant or not historically significant. A screening Report should be prepared for the purpose of determining if further investigation is warranted.
- If the property is not exempted from further review in a Screening Report, a Phase I Historic Resources Report should be prepared.

These recommended procedures were adopted by the CHB in December 2014.

With implementation of the policies and procedures discussed in this analysis, potential impacts to historic resources can be mitigated in most circumstances. Therefore, adverse impacts to historic resources within the Saticoy Area Plan boundary will be reduced to ***less than significant levels*** for the 3 Landmark sites, 12 of the potential Sites of Merit not being re-designated, 5 of the potential Sites of Merit that are proposed to be re-designated to similar land uses, and those parcels where the historic significance has not been determined. However, potential impacts to the 4 potential Sites of Merit that would be re-designated from Residential to Industrial will remain ***significant and unavoidable*** and a statement of overriding considerations will be necessary.

#### 4.5.4 General Plan Consistency

In addition to the General Plan, *Goals, Policies, and Programs (GPPs)*, the Saticoy Area Plan GPPs were evaluated for their applicability to the proposed project. The General Plan Goals and Policies are listed in Section 4.5.1 of the GPP. The proposed Saticoy Area Plan also contains the following goals and policies related to historic resources:

## **Land Use Goal #2**

A well-designed, economically vital, and pedestrian-oriented commercial district that retains the historic character of Old Town Saticoy while meeting the daily shopping and service needs of Saticoy residents and visitors.

### **Policy**

**LU-2.4** Retain and enhance the Farmers and Merchants Bank, the Saticoy Walnut Growers Association Warehouse, and the Saticoy Southern Pacific Depot through the adaptive reuse of these historic structures.

### **Programs**

**LU-P4 *Landmark Status for Depot:*** The County will: (1) submit a Nomination to the County's Cultural Heritage Board to designate the Saticoy Southern Pacific Railroad Depot as a County Historic Landmark; (2) seek grant money to help fund necessary building improvements; and (3) pending available staff resources, ~~also~~ County staff will prepare an application to place this building on the National Register of Historic Places (in order to be eligible for federal grants), and if accepted subsequently apply for federal grants for building renovations.

**LU-P5 *Railroad Depot Design Assistance:*** Contact regional architecture and planning schools to identify design/renovation options for the Railroad Depot that are consistent with its Landmark status.

**LU-P6 *Sites of Merit:*** ~~One (1) site classified in the *Historic Resources Survey and Context Statement for the Town of Saticoy* as "3s" (found to be individually eligible for listing on the National Register of Historic Places) and seventeen (17) sites classified as "5s3" (found to be individually eligible for listing as a Site of Merit under Ventura County Criteria)~~ Sites found to be eligible for listing on the National Register of Historic Places (i.e., sites with code "3s" in the *Historic Resources Survey and Context Statement for the Town of Saticoy*), and sites found to be individually eligible for listing as a Site of Merit under Ventura County Criteria (i.e., sites with code "5s3"), shall be identified as eligible County Landmarks (3s) or Sites of Merit (5s3) in the County's project tracking system (i.e., Accela). The County shall hold a public hearing before the County's Cultural Heritage Board (CHB) to determine final eligibility. Following the CHB hearing, the County will update Accela to reflect the historic status (eligible, designated) for each property.

**LU-P7 *Document Historic Resources:*** For the four eligible Sites of Merit redesignated from residential to industrial use (see Table III.1), the County shall seek funding for an historic preservation professional, qualified in accordance with SOI Standards, to complete a documentation report ~~on the four (4) eligible Sites of Merit redesignated for industrial use for those structures.~~ Pending available funding, the properties ~~shall~~ will be documented with Historic American Buildings Survey (HABS)-like archival quality large format photographs. An original copy of this documentation, photographs and negatives, along with the historical background of the properties prepared for this project, shall be submitted to an appropriate repository approved by the County and to the Museum of Ventura County, with copies to the Ventura County Cultural Heritage Board and photographic copies to the Saticoy Library. ~~The~~

~~documentation reports shall be completed and approved by the County of Ventura prior to the issuance of demolition permits.~~

The proposed goals and policies, which are also implemented through proposed development standards for historic resources in the Old Town Saticoy Development Code, serve to support the General Plan policies and further protect historic resources. Therefore, the proposed Area Plan historic resource goals and policies are consistent with the countywide General Plan.

## **4.6 NOISE AND VIBRATION**

### **4.6.1 Setting**

#### **Environmental Setting**

Overview of Sound Measurement. Noise is defined as any sound that is undesirable because it interferes with speech and hearing, is intense enough to damage hearing, or is annoying. 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 pressure 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).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA, and a sound that is 10 dBA less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dBA greater than the reference sound to be judged as twice as loud. In general, a 3 dBA change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from lightly traveled roads typically attenuates at a rate of about 4.5 dBA per doubling of distance. Noise from heavily traveled roads typically attenuates at about 3 dBA per doubling of distance. Noise levels may also be reduced by intervening structures; generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed (approximately 30 years old or older) generally provides a reduction of exterior-to-interior noise levels of about 20 to 25 dBA with closed windows. The exterior-to-interior reduction of newer residential units and office buildings is generally 30 dBA or more (Federal Transit Administration [FTA], May 2006).



In addition to the actual instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. Lmax is the highest root mean squared sound pressure level within the measuring period, and Lmin is the lowest root mean squared sound pressure level within the measuring period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the day. Community noise is usually measured using Day-Night Average Level (Ldn), which is the 24-hour average noise level with a 10-dBA penalty for noise occurring during nighttime (10 p.m. to 7 a.m.) hours, or Community Noise Equivalent Level (CNEL), which is the 24-hour average noise level with a 5 dBA penalty for noise occurring from 7 p.m. to 10 p.m. and a 10 dBA penalty for noise occurring from 10 p.m. to 7 a.m. Noise levels described by Ldn and CNEL usually do not differ by more than 1 dB.

A more comprehensive list of acoustic terminology is provided in the County's General Plan Hazards Appendix, Section 2.16.2.

Fundamentals of Groundborne Vibration. Vibrating objects in contact with the ground radiate energy through that medium; if a vibrating object is massive enough and/or close enough to the observer, its vibrations are perceptible. The rumbling sound caused by the vibration of room surfaces is called groundborne noise. The ground motion caused by vibration is measured in vibration decibels (VdB).

The background vibration velocity level in residential areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as the operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 4.6-1.

**Table 4.6-1 Human Response to Different Levels of Groundborne Vibration**

<b>Vibration Velocity Level</b>	<b>Human Reaction</b>
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find vibration at this level is annoying.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.

*Source: FTA, May 2006.*

Sensitive Receptors. Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. The Ventura County General Plan describes a variety of land use and development types as noise-sensitive. These noise-sensitive land uses include residential, educational, and health facilities, research institutions, certain recreational, and entertainment facilities (typically, indoor theaters and parks for passive activities) and churches. In the Plan area, noise-sensitive land uses are concentrated in Old Town Saticoy. Industrial land uses in the West Industrial and South Industrial portions of the community are not noise-sensitive.

Sensitive residential receptors are located in the following areas within Old Town Saticoy:

- *Adjacent to Aster Street to the east of State Route 118;*
- *Adjacent to Violeta Street to the east of L.A. Avenue;*
- *North of Azahar Street to the east of Alelia Avenue; and*
- *South of Nardo Street.*

Recreational and institutional sensitive receptors also are located in Old Town Saticoy. These include the County’s 3.3-acre Saticoy Park at 11168 Violeta Street and the public Saticoy Library at 11426 Violeta Street. The County anticipates that the Saticoy Library will relocate to the corner of Azahar Street and L.A. Avenue by the summer of 2015. Several churches in the area also are noise-sensitive uses, including:

- Iglesia de Dios de la Profecia (Violeta Street west of Campanula Avenue);
- Lily of the Valles Church of God (11146 Aster St);
- Fundamental Baptist Church (Aster Street and L.A. Avenue); and
- Iglesia Apostolica de Jesu (Azahar Street southwest of Alelia Avenue).

### Sources of Noise

**Roadways.** The primary source of noise in the Plan area is motor vehicle traffic on State Route (SR) 118. Motor vehicles on Telephone Road near SR 118, adjacent to the west of the Plan area, also contribute to ambient noise levels in the area. Motor vehicle noise on other minor residential, industrial, and commercial streets in the Plan area is not a major influence on noise levels because traffic volumes are substantially lower on these minor streets, as compared to major arterial roadways. Motor vehicle noise is of concern because it is characterized by a high number of individual events, which often create a sustained noise level, and because of the proximity of high-traffic arterial roadways to noise-sensitive uses in Old Town Saticoy.

Noise levels from motor vehicles are primarily a function of traffic volumes. Fehr & Peers conducted a traffic study in January 2015 to calculate existing average daily traffic on 10 roads within and adjacent to the Plan area. Table 4.6-2 shows the existing traffic volumes on these roadways.

**Table 4.6-2 Existing Traffic Volumes in the Saticoy Plan Area and Vicinity**

Roadway	Segment	Road Classification	Average Daily Traffic		
			NB/EB	SB/WB	Total
SR 118	Darling Rd to Telephone Rd	Highway	22,418	23,088	45,506
	Violeta St to Nardo St	Highway	23,561	24,384	47,945
	County Dr to Vineyard Ave	Highway	22,979	23,074	46,053
L.A. Ave	Aster St to Violeta St	Minor Commercial/Industrial	59	66	125
Lirio Ave	Nardo St to Jacinto Way	Minor Commercial/Industrial	1,089	1,025	2,114
County Dr	SR 118 to Rosal Ln	Commercial/Industrial Collector	229	257	486
Telephone Rd	Saticoy Ave to SR 118	Secondary Arterial	6,612	6,182	12,794
Azahar St	Alelia Ave to Campanula Ave	Commercial/Industrial Collector	367	366	733
Nardo St	West of SR 118	Minor Commercial/Industrial	1,320	1,299	2,619
Rosal Ln	Alelia Ave to Amapola Ave	Minor Residential	62	83	145
Snapdragon St	L.A. Ave to Jonquil Ave	Minor Residential	192	198	390
Aster St	L.A. Ave to SR 118	Minor Residential	420	430	850

Sources: Fehr & Peers, January 2015. Ventura, City of, Ventura General Plan, August 2005.

**Railroads.** In addition to roadway noise, the project site is subject to infrequent noise from trains running on the Santa Paula Branch Line of the Union Pacific Railroad (UPRR) that runs roughly on an east-west axis through Old Town Saticoy. However, under existing conditions, only one train passes through Saticoy per month (S. DeGeorge, VCTC, personal communication, October 3, 2014). Although the Ventura County

Transportation Commission, which owns the rail line, anticipates that based on growing interest and the market, rail traffic may increase to 1-2 trains per day by 2035, existing railroad noise does not substantially contribute to the daily acoustic environment.

*Stationary Sources.* Stationary sources of noise within the Plan area include common building or home mechanical equipment, such as air conditioners and ventilation systems, mechanical tools, and equipment at commercial and industrial facilities. Other noise sources in the Plan area include dogs barking in residential areas and human conversations.

Sources of Vibration. As stated above, typical sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Construction activities that may generate groundborne vibration include blasting, pile-driving, and the operation of heavy earth-moving equipment (FTA, 2006). Infrequent trains on the Santa Paula Branch Line of the UPRR may generate temporary groundborne vibration.

Existing Noise Levels. To determine existing noise levels in the Plan area, ten 15-minute noise measurements were taken during A.M. peak traffic hours (7 A.M. to 9 A.M.) over the course of two weekdays (October 17 and 21, 2014), using an ANSI Type II integrating sound level meter. The locations of these on-site noise measurements, shown in Figure 4.6-1, were chosen to be representative of ambient noise in a mix of residential, commercial, and industrial areas in and around the Plan area.

Table 4.6-3 identifies the measured noise levels and primary noise source(s) at these locations. These measurements were located in order to characterize noise levels at a variety of receptors, including residences, commercial buildings, and industrial facilities.

**Table 4.6-3 On-Site Noise Measurements**

Site No.	Measurement Location	Receptor	Leq (dBA) <sup>1</sup>	Primary Noise Source(s)
1	Aster St and SR 118 (unprotected) <sup>2</sup>	Residence	63.8	Motor vehicles
2	Aster St and SR 118 (protected) <sup>2</sup>	Residence	59.6	Motor vehicles
3	Aster St at Saticoy Park	Park	53.4	Children, pedestrians
4	Alelia Ave and railroad	Industrial facilities	52.6	Barking dogs, conversations, beeping trucks
5	Rosal Ln and Alelia Ave	Residence	49.6	Barking dogs
6	Alelia Ave and Violeta St	Residence	55.3	Residents
7	Violeta St and Campanula	Library	57.5	Ambient noise
8	Nardo St and L.A. Ave	Commercial building	63.4	Industrial equipment
9	SR 118 south of County Dr	Industrial facility	75.6	Motor vehicles
10	Northbank Drive, end of	Residence	51.3	Ambient noise

*See Figure 4.5-1 for noise measurement locations.*

*1. All noise measurements were recorded during A.M. peak traffic hours (between 7:00 A.M. and 9:00 A.M.) on October 17 and 21, 2014, and February 19, 2015.*

*2. Site number 2 represents a location protected by an existing sound wall on the east side of SR 118, whereas site number 1 represents a nearby unprotected location that is directly exposed to traffic noise on the highway.*

Figure 4.6-1- Noise Measurement Locations



Imagery provided by Google and its licensors © 2014. Additional basemap data from Ventura County RMA, 2014.

As shown in Table 4.6-3, measured noise levels in the Plan area range from a low of approximately 50 dBA Leq at Rosal Lane and Alelia Avenue to a high of approximately 76 dBA Leq along SR 118 south of County Drive. The loudest noise measurements were located adjacent to or in close proximity to SR 118. The field measurements indicate that SR 118 is the greatest source of noise within the Plan area. Existing residential uses near SR 118 are exposed to high noise levels on a regular basis. However, on a local scale, the field measurements indicate that other sources of noise, such as barking dogs and human conversations, may be the primary contributors to ambient noise at locations not in direct proximity to high-volume arterial roadways in and around the Plan area.

### Regulatory Setting

Ventura County has adopted noise standards in its General Plan’s Goals, Policies & Programs document. For proposed noise-sensitive uses, Policy 2.16.2-1(1) in the General Plan provides exterior noise standards of 60 dBA CNEL and a one-hour Leq of 65 dBA, and an interior standard of 45 dBA CNEL. In addition, Policy 2.16.2-1(2) requires that proposed noise-sensitive uses located near railroads not be exposed to exterior noise in excess of L<sub>10</sub> 60 dBA. (L<sub>10</sub> refers to a sound level that is exceeded 10 percent of the day, and reflects loud sound events.)

The County General Plan requires that construction noise associated with discretionary development be evaluated and, if necessary, mitigated in accordance with the County Construction Noise Threshold Criteria and Control Plan. That plan establishes the requirements shown in Table 4.6-4 for construction noise during daytime hours (7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 7:00 p.m. Saturday, Sunday, and local holidays).

**Table 4.6-4 Daytime Construction Activity Noise Threshold Criteria**

Construction Duration Affecting Noise-sensitive Receptors	Noise Threshold Criteria shall be the greater of these noise levels at the nearest receptor area or 10 feet from the nearest noise-sensitive building	
	Fixed Hourly Leq dBA	Hourly Leq dBA <sup>1,2</sup>
0 to 3 days	75	Ambient Hourly Leq + 3 dB
4 to 7 days	70	Ambient Hourly Leq + 3 dB
1 to 2 weeks	65	Ambient Hourly Leq + 3 dB
2 to 8 weeks	60	Ambient Hourly Leq + 3 dB
Longer than 8 weeks	55	Ambient Hourly Leq + 3 dB

*Note 1: The instantaneous L<sub>max</sub> shall not exceed the noise threshold criteria (NTC) by 20 dBA more than 8 times per daytime hour.*

*Note 2: Local ambient Leq measurements shall be made on any mid-week day prior to project work.*

The County Construction Noise Threshold Criteria and Control Plan also establishes criteria that apply to evening hours (7:00 p.m. to 10:00 p.m.), when construction noise levels at residential receptors are not to exceed the greater of:

- *An hourly Leq of 50 dBA; or*
- *An hourly Leq of the ambient hourly Leq plus 3 dB, and additional criteria for nighttime construction.*

For nighttime hours (10:00 p.m. to 7:00 a.m. Monday through Friday, and from 10:00 p.m. to 9:00 a.m. Saturday, Sunday, and local holidays), construction noise levels at residential receptors are not to exceed the greater of:

- *An hourly Leq of 45 dBA; or*
- *An hourly Leq of the ambient hourly Leq plus 3 dB.*

Normally, no evening or nighttime construction activity is permitted in areas with noise-sensitive receptors.

## 4.6.2 Impact Analysis

### Thresholds

The analysis of noise impacts focuses upon the proposed project's impact to existing noise-sensitive land uses and the impact of existing and future noise sources upon noise-sensitive uses allowed under the Saticoy Area Plan. The project would result in potentially significant impacts if development facilitated by the project would generate noise or vibration in excess of thresholds of significance in the *Ventura County Initial Study Assessment Guidelines* (updated in April 2011). A significant impact would occur if:

#### Noise:

- *The project and/or project alternatives, either individually or when combined with other recently approved, pending, and probable future projects, would produce noise/vibration in excess of the standards for noise in the Ventura County General Plan Goals, Policies and Programs (Section 2.16).*

#### Vibration:

- *Construction Threshold –The project either individually or when combined with other recently approved, pending, and probable future projects, would include construction activities involving blasting, pile-driving, vibratory compaction, demolition, and drilling or excavation which exceed the threshold criteria provided in the Transit Noise and Vibration Impact Assessment (Section 12.2).*
- *Transit Use Thresholds –The project and/or the project alternatives would result in a transit use located within any of the critical distances of the vibration-sensitive uses listed in the Initial Study Assessment Guidelines, Section 21, Table 1.*
- *Commercial/Industrial Use Vibration Thresholds:*
  - *The project and/or project alternatives would generate new heavy vehicle (e.g., semi-truck or bus) trips on uneven roadways located within proximity to*



*sensitive uses that have the potential to either individually or when combined with other recently approved, pending, and probable future projects, exceed the threshold criteria of the Transit Use Thresholds for rubber-tire heavy vehicle uses (Initial Study Assessment Guidelines, Section 21-D, Table 1, Item No. 3).*

- *The project and/or project alternatives would involve vibratory compaction, demolition, drilling, excavation, or other similar types of vibration-generating activities that have the potential to either individually or when combined with other recently approved, pending, and probable future projects, exceed the threshold criteria provided in the Transit Noise and Vibration Impact Assessment (Section 12.2).*

Noise. The Saticoy Area Plan would result in a significant noise impact if it would facilitate the placement of sensitive receptors (e.g., residences, churches) within areas subject to noise exceeding applicable standards in Policy 2.16.2-1(1) of the General Plan: exterior noise standards of 60 dBA CNEL and a one-hour Leq of 65 dBA, and an interior standard of 45 dBA CNEL.

The General Plan does not include standards for the evaluation of impacts from increases in traffic noise; therefore, to gauge the impact on existing sensitive receptors from increases in traffic noise generated by development under the Saticoy Area Plan, this analysis applies the noise impact criteria of the Federal Transit Administration (FTA). Figure 4.5-2 shows the increases in noise exposure that the FTA considers would result in moderate and severe impacts on sensitive receptors where people normally sleep, such as residences, hotels, and hospitals (labeled as Category 2 land uses). For the purpose of this analysis, a moderate increase (i.e. they represent an increase in noise exposure that most people would notice) in noise is considered to be substantial but would result in a significant impact only when the resulting noise levels exceeds the County's exterior one-hour standard of 65 dBA Leq for residential uses and other sensitive receptors. It should be noted that the determination of moderate and severe changes in noise levels under the FTA criteria changes based on the existing noise level, such that at higher existing noise levels, smaller changes in ambient noise levels would result in moderate or severe changes in noise exposure.

Vibration. The County's threshold for excessive groundborne vibration incorporates by reference the following quantitative thresholds from the May 2006 *Transit Noise and Vibration Impact Assessment*:

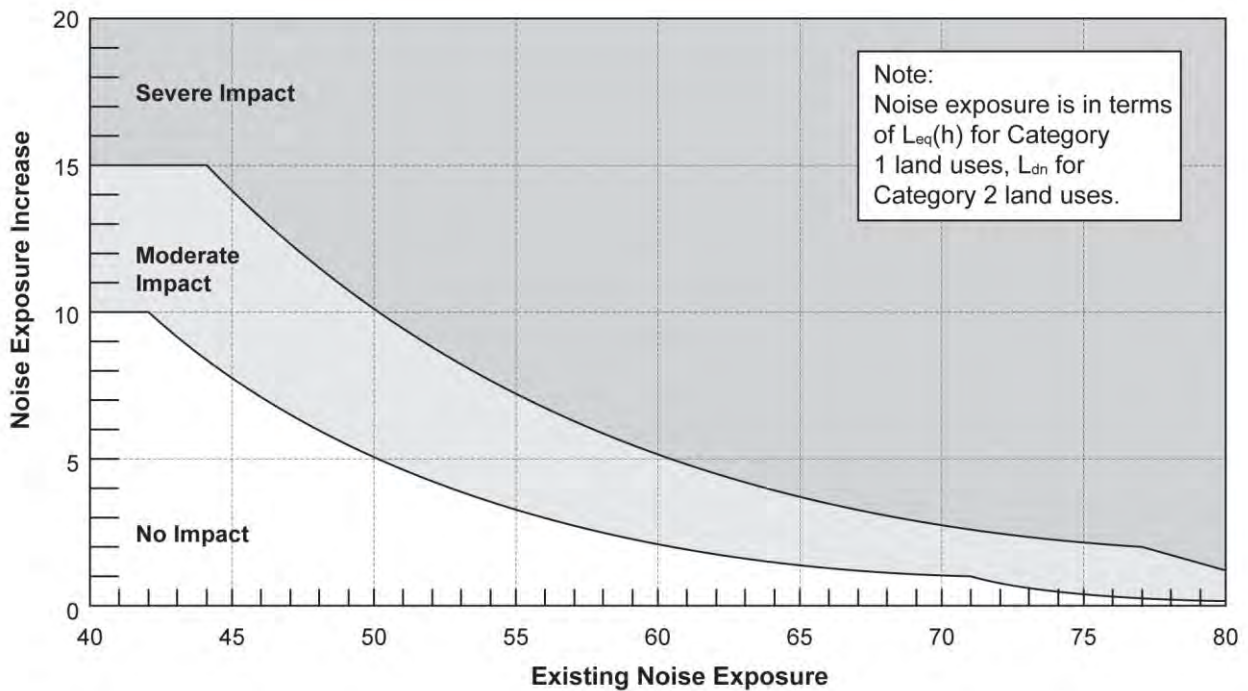
- 65 VdB where low ambient vibration is essential for interior operations, such as hospitals and recording studios;
- 72 VdB for residences and buildings where people normally sleep, including hotels;
- 75 VdB for institutional land uses with primary daytime use, such as churches and schools; and
- 100 VdB for physical damage to buildings.

These thresholds from the *Transit Noise and Vibration Impact Assessment* will be used to determine the significance of vibration impacts.

### Methodology

To evaluate noise-related impacts of the Saticoy Area Plan, traffic noise was predicted using the Federal Highway Administration’s Traffic Noise Model (TNM), version 2.5, consistent with the industry standard for noise analysis under CEQA, under the following existing and future scenarios:

**Figure 4.6-2- Noise Impact Criteria (FTA)**



Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment*, 2006

- 1) Existing - Current traffic in and around the Plan area (see road segments shown in Figure 4.5-3);
- 2) Existing Plus Plan - The sum of current traffic and traffic generated with buildout of the Saticoy Area Plan;
- 3) 2035 No Plan - Estimated traffic in the year 2035 without adoption of the Saticoy Area Plan (assuming a one percent annual growth rate in traffic); and
- 4) 2035 Plus Plan - The sum of estimated traffic in the year 2035 and traffic generated by buildout of the Saticoy Area Plan.

TNM 2.5 calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. In a traffic study for the Saticoy Area Plan Update (February 2015), Fehr & Peers provided traffic volumes for use in modeling traffic noise. This data included average daily trips (ADT) generated under existing conditions for key roadways, as well as estimates of traffic generated with buildout of the Saticoy Area Plan and future traffic volumes in the year 2035. Specifically, using standard trip generation rates for land uses from the Institute of Transportation Engineers' *Trip Generation Manual*, 9<sup>th</sup> edition, the traffic study estimated the number of trips generated by the proposed project based on the maximum net increase in residential units and the increase of commercial and industrial square footage facilitated by the proposed rezoning in the Plan area.

As shown in Figure 4.6-3, traffic volumes were modeled for arterial roadways (including SR 118 and Telephone Road) and residential streets for which traffic data was available.

To calculate the amount of traffic during peak hours (7 a.m. to 9 a.m. and 4 p.m. to 6 p.m.), which are the loudest time periods for traffic noise, the number of average daily trips on each road segment was divided by a factor of 10. (This is a commonly-used conversion factor for estimating peak hour trips in traffic noise modeling.) The distribution of trips across modes of travel was assumed to be 95% passenger vehicles, 2.5% medium trucks, and 2.5% heavy trucks on local arterial roadways (i.e., Telephone Road), in accordance with standard industry practice for arterial roadways when the volume of truck trips is not known. Based on the presence of industrial truck traffic on Azahar Street, the same modal share was assumed for this local roadway. On SR 118, based on counts of passenger vehicles and truck traffic conducted within the Plan area by the California Department of Transportation in 2012, the modal distribution was assumed to be 89.5% passenger vehicles, 6.0% for medium trucks (with 2, 3, or 4 axles), and 4.5% heavy trucks (with 5 axles) (California Department of Transportation, 2012). On all remaining roadways, passenger vehicles were assumed to account for all vehicle trips. Vehicle speeds were based on the speed limits for each modeled roadway.

Other key inputs to the traffic noise model were the locations of roadways, shielding features (e.g., topography and buildings), noise barriers, and receivers (i.e., sensitive receptors). Traffic noise was modeled at 15 different receptor locations, as illustrated in Figure 4.5-3. These receptors were selected for the following purposes:

- To validate the model results by comparing them with noise measurements taken in the field at the same locations;
- To model noise at representative sensitive receptors; and
- To estimate the extent of the Plan area where future residential receptors could be exposed to exterior noise exceeding the County's one-hour standard of 65 dBA Leq.

Table 4.6-5 provides a comparison of measured and modeled noise levels at three locations in the Plan area where the primary noise source is motor vehicles on SR 118. A close correspondence between measured ambient noise levels and modeled traffic noise levels at a given location is expected when motor vehicles are the primary noise source during the on-site measurement. If measured noise levels primarily reflect another source, such as human conversations, barking dogs, or industrial equipment, then it is not appropriate to compare measured and modeled noise levels.

**Table 4.6-5 Comparison Between Measured Ambient Noise and Modeled Traffic Noise Levels**

Location	Existing Noise Level (dBA Leq)		Difference In Noise Level (2 minus 1)
	Measured Ambient Noise (1)	Modeled Traffic Noise (2)	
Aster St and SR 118 (unprotected)	63.8	64.2	+0.4
Aster St and SR 118 (protected)	59.6	62.0	+2.4
SR 118 south of County Dr.	75.6	76.0	+0.4

*Sources: Rincon Consultants, field measurements October 17 and 21, 2014, and February 19, 2015. Federal Highway Administration, Traffic Noise Model Version 2.5.*

As shown in Table 4.6-5, modeled noise is only 0.4 dBA higher than measured noise at the Aster Street location that is unprotected from traffic noise and at SR 118 south of County Drive. Modeled noise is 2.4 dBA higher than measured noise at the Aster Street location that is protected from SR 118 by a sound wall. A relatively high degree of variance in measured noise levels is expected on a low-volume roadway like Aster Street, when compared with the modeled noise level from average peak-hour traffic: small changes in automobile and truck traffic volumes from one 15-minute measurement period to another can cause noise levels to vary by several dBA. Despite this expected variance, the difference of 2.4 dBA between modeled and measured noise levels at the protected Aster Street location is less than 3 dBA, which is generally when a change in noise level becomes noticeable. Because the noise levels calculated by the noise model are consistent with the measured noise levels shown in Table 4.6-5, this analysis relies on the noise model to estimate noise experienced by sensitive receptors in the Plan area. While the modeled noise levels are slightly higher than measured noise levels at these three locations, this indicates that the model would generate reasonably conservative projections of noise.

Figure 4.6-3 – Road Segments Used for Noise Modeling



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## Results

**Impact N-1 Development allowed by the Saticoy Area Plan would generate traffic that would increase noise levels at existing sensitive receptors on Azahar Street. Although residences along Azahar Street could be subject to moderate increases in noise levels as per the FTA criteria, the forecast increases in noise along Azahar would not exceed the County's adopted 65 dBA Leq one - hour standard for residential receptors. Potential noise impacts are therefore *not significant* at this location. In addition, the Saticoy Area Plan would allow future residences to be constructed in the proposed Mixed Use areas that are adjacent to State Route 118 (SR 118). As a result, cumulative traffic levels on SR 118 could subject future residents in the Mixed Use area to exterior noise levels exceeding the County's one-hour standard of 65 dBA Leq and interior noise levels exceeding the County's standard of 45 dBA CNEL. However, implementation of General Plan Policy 2.16.2.1(1) along with the provisions of the Building Code during the discretionary review process would reduce potential exterior and interior noise impacts to *less than significant*.**

Development allowed by the Saticoy Area Plan, as well as cumulative traffic within the Area Plan, would generate traffic that could increase ambient noise levels at noise-sensitive receptors. This development in the Plan area is anticipated to occur gradually over a 20-year period, i.e. the period of the Plan. Therefore, the increases in noise levels would not occur all at once. Table 4.6-6 shows the results of traffic noise modeling using TNM 2.5, including traffic noise under two baseline conditions: existing peak-hour vehicle trips and projected conditions in the year 2035. For purposes of this study, the 2035 scenarios represent the cumulative impacts as discussed later in section 4.6.4. For comparison, Table 4.6-6 also shows peak-hour traffic noise levels when vehicle trips generated by development under the Area Plan Update are added to baseline conditions.

**Exterior Noise - Azahar Street:** As shown in Table 4.6-6, growth facilitated by the Saticoy Area Plan (and cumulative projects) would expose existing noise-sensitive receptors at Azahar Street northeast of Amapola Avenue to the following estimated increases in peak-hour traffic noise:

- A 5.8 dBA Leq increase relative to existing conditions and
- A 5.4 dBA Leq increase under 2035 conditions.

Similarly, existing noise-sensitive receptors at the intersection of Azahar Street and Alelia Avenue would be subject to the following estimated increases in peak-hour traffic noise:

- A 5.5 dBA Leq increase from existing conditions; and
- A 5.1 dBA Leq increase under 2035 conditions.

The Saticoy Area Plan would retain an existing residential neighborhood on the north side of Azahar Street to the east of Alelia Avenue, and Residential (RES) zoning is used to maintain the existing residential uses. Existing receptors along Azahar Street, as well as future receptors of properties redeveloped with triplex or quadplex units allowed by RES zoning, would be subject to an increase in traffic noise. Given that existing, peak-hour ambient noise levels at these receptors are higher than 55 dBA Leq, application of the FTA criteria shown graphically in Figure 4.6-2 indicates that projected increases in traffic could subject existing (or future) residences on the north side of Azahar Street and east of Alelia Avenue to a moderate increase in noise. However, as shown in Table 4.6-2, these increases would not exceed the County's adopted one-hour threshold of 65 dBA Leq for residential receptors and noise impacts at this location are therefore *less than significant*.

**Exterior Noise - Mixed Use District:** The Saticoy Area Plan would also allow new residential development within the Mixed Use District (zoned R/MU), which is located south of the Santa Paula Branch Line railroad, west of Alelia Avenue, and east of SR 118. Residential development within the Mixed Use district would be subject to roadway noise from SR 118. Currently, this area contains a combination of commercial, industrial, and residential development.

A future residential receptor within the R/MU zone at the southeast corner of SR 118 and Nardo St would be subject to a peak-hour noise level of approximately 71.5 dBA Leq under Existing Plus Plan conditions and 72.4 dBA Leq under the 2035 Plus Plan scenario. These modeling results indicate that any future residence located in the R/MU zone, and adjacent to SR 118, could be subject to exterior noise exceeding the County's one-hour standard of 65 dBA Leq. Due to the size and shape of two parcels adjacent to SR 118, as well as the development plans articulated by one landowner, it is likely that the development of residences directly adjacent to SR 118 will be limited. However, the R/MU zone would allow such residential development, so potential impacts throughout the R/MU zone were evaluated. It is important to note that residential development allowed by the proposed Area Plan will be subject to discretionary permit approval. As expected, noise impacts on parcels located east of L.A. Avenue would be less than noise impacts for residential development located between SR 118 and L.A. Avenue, as development to the west of L.A. Avenue would attenuate traffic noise from the highway for parcels located east of L.A. Avenue, such that future residences to the east would not be subject to exterior noise exceeding 65 dBA Leq. Although exterior noise levels throughout the Mixed Use district would potentially be subject to exterior noise levels that exceed the County's threshold of 65 dBA Leq, General Plan Policy 2.16.2.1(1) mandates that noise controls measures such as, the use of noise-reducing materials or a site orientation, shall be used to reduce exterior noise in outdoor use areas so that it does not exceed 60 dBA CNEL and a one-hour Leq of 65 dBA. The General Plan policy is re-enforced by proposed Saticoy Area Plan Policy LU-3.2 that requires residential development to incorporate design features to mitigate noise from adjacent land uses. This requirement is implemented during the discretionary review process as conditions of approval. Impacts would therefore be *less than significant*.

**Table 4.6-6 Roadway Noise Exposure**

#	Location	Projected Noise Level (dBA Leq)		Change In Noise Level (dBA Leq)	Projected Noise Level (dBA Leq)		Change In Noise Level (dBA Leq)
		Existing	Existing + Plan		2035	2035 + Plan	
1	Aster St and U.S. 118 (unprotected)	64.2	64.9	+0.7	65.4	65.9	+0.5
2	Aster St and U.S. 118 (protected)	62.0	62.6	+0.6	63.1	63.6	+0.5
3	Aster St at Saticoy Park	48.7	49.7	+1.0	49.8	50.6	+0.8
4	Azahar St northeast of Amapola Ave	56.0	61.8	+5.8	56.6	62.0	+5.4
5	Azahar St and Alelia Ave	59.0	64.5	+5.5	59.6	64.7	+5.1
6	L.A. Ave and Aster St	55.5	56.0	+0.5	56.5	56.9	+0.4
7	Snapdragon St	55.5	56.5	+1.0	57.0	57.6	+0.6
8	Rosal Ln and Alelia Ave	55.1	55.7	+0.6	56.1	56.6	+0.5
9	Rosal Ln near the north end of County Dr	57.3	59.9	+2.6	58.4	60.5	+2.1
10	Rosal Ln and L.A. Avenue	63.5	64.1	+0.8	64.6	65.0	+0.4
11	Alelia Ave and Violeta St	48.0	49.3	+1.3	49.0	50.1	+1.1
12	Nardo St and L.A. Ave	62.0	62.7	+0.7	63.0	63.6	+0.6
13	U.S. 118 and Nardo St	70.9	71.5	+0.6	71.9	72.4	+0.5
14	U.S. 118 south of County Dr	76.0	76.5	+0.5	77.1	77.4	+0.3
15	New Saticoy library	60.1	61.8	+1.7	61.1	62.5	+1.4

*Leq is the equivalent noise level over a period of time, typically one hour. Estimates of noise generated by traffic are from the centerlines of northbound/eastbound and southbound/westbound lanes on road segments during peak-hour traffic conditions. Refer to Appendix D.3 for full noise model output. **BOLD** values indicate exceedances of the County's 65 dBA one-hour Leq threshold. Source: Federal Highway Administration, Traffic Noise Model Version 2.5.*



**Interior Noise – Mixed Use District:** Interior noise levels in future residences in the Plan area were estimated based on modeled exterior noise levels and standard exterior-to-interior attenuation based on the use of standard building materials in exterior walls, windows, and doors. In modern buildings of typical construction, interior noise levels are approximately 25 dBA lower than exterior noise levels with windows closed (FTA, 2006). Thus, the maximum exterior noise level of 72.4 dBA Leq described above at future residences located adjacent to SR 118 would be reduced to approximately 47.4 dBA Leq inside the residences with windows shut. The California Building Code requires the installation of forced-air mechanical ventilation in new residential structures. Compliance with this existing requirement would ensure that future residential units are able to reasonably maintain closed windows and achieve the standard 25-dBA reduction in noise levels. Thus, even with windows closed, indoor noise levels in habitable rooms adjacent to SR 118 could exceed the County standard of 45 dBA CNEL for residential uses. However, Section 1207.4 of the Building Code states:

*Allowable interior noise levels. Interior noise levels attributable to exterior sources shall not exceed 45 dB in any habitable room. The noise metric shall be either the day-night average sound level (Ldn) or the community noise equivalent level (CNEL), consistent with the noise element of the local general plan.*

In addition, General Plan Policy 2.16.2.1(1) mandates that interior noise does not exceed 45 dBA CNEL. This requirement is implemented during the discretionary review process as conditions of approval. Although standard building construction requirements may not reduce noise levels to the 45 dB CNEL, there are additional construction techniques (see discussion in section 4.6.3) that would be required to achieve compliance with this policy and Code standard.

Based on the above analysis, residential development within the Mixed Use district would potentially expose existing or future sensitive receptors to increases in traffic noise from SR 118 that exceed the County's threshold of 45 dBA CNEL for interior noise. However, implementation of General Plan Policy 2.16.2.1(1) along with the provisions of the Building Code would reduce potential interior noise impacts to ***less than significant***.

**Impact N-2** The proposed land use map for Old Town Saticoy includes the expansion of industrial use within Old Town Saticoy, and the project would allow industrial development next to residential use. In addition, the land use map would retain, with minor modifications, existing commercial areas located next to residential use. The proposed land use map would therefore allow development that could result in noise conflicts from the operation of commercial or industrial activities near residences. However, proposed zone changes from M2 (medium industrial) to IND (light industrial), as well

as limiting industrial use to *light industrial*, would minimize future noise conflicts. In addition, adherence to General Plan Policy 2.16.2.1(4) and policies in the Saticoy Area Plan that support the General Plan policy would require that new development be designed to minimize noise conflicts. Impacts would therefore be *less than significant*.

The current land use map for Old Town Saticoy allows commercial and medium-impact (M2 zoned) industrial use next to residential use. With redevelopment allowed by the proposed land use map, the project could result in reduced noise impacts caused by conflicting uses in the following ways:

- The Saticoy Area Plan would result in the application of a Light Industrial (IND) zone in Old Town Saticoy for existing uses current zoned M2, which allows medium-impact industrial use. All new industrial use in Old Town Saticoy, which would be located south of Nardo Street and east of Alelia Avenue, would also be zoned IND, or light-industrial use. The proposed zoning would limit the intensity of industrial development (and potential noise levels) near residences in Old Town Saticoy. The IND zone would allow industrial development at a lower intensity than does the existing M2 zone in Old Town Saticoy, generally resulting in lower noise levels from the operation of industrial equipment; and
- A strip of residential use located south of Nardo Street, which is currently located next to medium-impact industrial use (M2 zoning), could be redeveloped to industrial use during the 20-year planning period, thus reducing noise impacts from conflicting uses by 2035, the end of the planning period.

Nevertheless, the proposed changes in land use designations and zoning in the Plan area could allow development that would result in noise conflicts from the operation of industrial activities in proximity to residences.

**Commercial Use.** In Old Town Saticoy, commercial redevelopment on the northern and eastern edges of the proposed Town Center zone would be located adjacent to existing residential uses along the Saticoy Drain, Violeta Street, and Alelia Avenue. However, redevelopment within the town center would not result in a change in land use from existing commercial uses. New commercial uses in the Town Center also would be required to comply with Policy 2.16.2-1(4) in the Ventura County General Plan, whereby noise generators proposed near any noise-sensitive use “shall incorporate noise control measures so that outdoor noise levels received by the noise sensitive receptor, measured at the exterior wall of the building, do not exceed any of the following standards:

- a)  $L_{eq}1H$  of 55 dB(A) or ambient noise level plus 3 dB(A), whichever is greater, during any hour from 6:00 a.m. to 7:00 p.m.
- b)  $L_{eq}1H$  of 50 dB(A) or ambient noise level plus 3 dB(A), whichever is greater, during any hour from 7:00 p.m. to 10:00 p.m.

c)  $L_{eq}1H$  of 45 dB(A) or ambient noise level plus 3 dB(A), whichever is greater, during any hour from 10:00 p.m. to 6:00 a.m.”

Compliance with Policy 2.16.2-1(4) would occur through Conditions of Approval for discretionary commercial development in Old Town Saticoy. Compliance with this policy would ensure that residential receptors near the Town Center are not subject to excessive noise from new commercial development permitted by the Saticoy Area Plan. Therefore, potential noise impacts from future commercial development are ***not significant***.

**Industrial Use.** On the north side of Nardo Street, to the west of Alelia Avenue, the proposed zone change from M2-10,000 SF. (industrial) to R/MU could also result in new high-density residential development adjacent to existing industrial uses on an interim basis. However, potential noise conflicts between existing or new residences and existing industrial uses would be temporary, as residential mixed-use development is expected to replace industrial use on this corridor.

Existing industrial use located north/south of the railroad is also located next to existing residential use along Azahar and Nardo Street. Although these industrial areas, currently zoned M2, would be rezoned to a light industrial use (IND) by the project, existing industrial uses could remain throughout the planning period. However, noise measurements taken within the Plan area indicate that existing industrial noise within the M2 zone does not exceed the County’s exterior noise standards of 60 dBA CNEL and a one-hour Leq of 65 dBA for residential uses. For example, the measured noise level at the crossing of Alelia Avenue and the UPRR railroad tracks was 52.6 Leq during peak morning hours. In addition, proposed Policy LU-3.2 in the Saticoy Area Plan also would require that new discretionary development that results in adjacent residential/industrial use shall be designed to reduce noise from industrial sources to acceptable levels:

*Policy LU-3.2 Discretionary residential development within the R/MU zone that is adjacent to the railroad or industrial land uses shall be designed to mitigate the noise and vibration generated by these industrial uses and prevent residents from accessing the railroad tracks.*

Also, as previously mentioned, new industrial development in Old Town Saticoy would be limited to light industrial uses, which has fewer noise impacts when compared to medium (M2 zoned) industrial use. Noise conflicts between industrial use and residential development along Azahar and Nardo Streets would therefore be ***less than significant***.

Finally, the Saticoy Area Plan could facilitate industrial development on vacant land located south of Rosal Lane in Old Town Saticoy. In addition, the Area Plan would allow industrial redevelopment south of Nardo Street. Should existing residential properties be redeveloped to industrial use by the end of the planning period, potential noise

impacts related to industrial use would be substantially reduced over current conditions. On an interim basis, the redevelopment process could result in noise conflicts between industrial and residential use. However, new industrial uses are subject to approval of a discretionary land use permit. Implementation of the proposed light-industrial zoning, as well as General Plan Policy 2.16.2.1(4) along with land use policies in the Saticoy Area Plan (cited above) during the discretionary review process, would reduce potential noise conflicts. Furthermore, implementation of the following policy in the Saticoy Area Plan would reduce noise at residential receptors from new industrial uses:

*Policy LU-3.3: Potential use conflicts between industrial and residential use in Old Town Saticoy, shall be minimized through temporary or permanent site development or building design methods such as building enclosures, building location and orientation, noise walls ~~or~~ and landscape buffers, ~~site and building design techniques~~.*

Implementation of the General Plan and proposed Saticoy Area Plan policies would reduce exposure of residences in Old Town Saticoy to noise generated by new industrial uses through the use of building enclosures, noise walls, landscape buffers, or other appropriate screening. Therefore, project-related impacts from operational noise conflicts would be ***less than significant***.

**Impact N-3 The Saticoy Area Plan would allow residential, commercial, and industrial redevelopment and roadway improvements that would generate temporary or periodic noise from construction activity and maintenance work. However, the County's limits on the timing and loudness of construction activity would reduce impacts to a *less than significant* level.**

The proposed Saticoy Area Plan would facilitate residential, commercial, and industrial redevelopment and roadway improvements that would generate temporary or periodic noise within the Plan area from construction activity and maintenance work. However, the County's *Construction Noise Threshold Criteria and Control Plan* limits the intensity and timing of construction noise near sensitive receptors, for the purpose of protecting public health, welfare, and safety. This regulation would be applied as a Condition of Approval for discretionary projects.

During daytime hours (7:00 a.m. to 7:00 p.m. Monday through Friday, and from 9:00 a.m. to 7:00 p.m. Saturday, Sunday, and local holidays), construction noise is prohibited from exceeding the levels shown in Table 4.5-4 (see the *Regulatory Setting*). In the evening (from 7:00 p.m. to 10:00 p.m.), noise levels at residential receptors from construction activity is prohibited from exceeding the greater of:

- *An hourly Leq of 50 dBA; or*
- *An hourly Leq of the ambient hourly Leq plus 3 dB, and additional criteria for nighttime construction.*

For nighttime hours (10:00 p.m. to 7:00 a.m. Monday through Friday, and from 10:00 p.m. to 9:00 a.m. Saturday, Sunday, and local holidays), noise levels at residential receptors are not to exceed the greater of:

- *An hourly Leq of 45 dBA; or*
- *An hourly Leq of the ambient hourly Leq plus 3 dB.*

However, evening or nighttime construction activity is normally not permitted in areas with noise-sensitive receptors. These restrictions would apply to all construction activity within the Plan area, and would ensure that construction noise impacts do not create a significant adverse effect on sensitive receptors. Furthermore, construction noise impacts from individual projects within the Plan area would be temporary and geographically limited.

Other sources of noise that occur on a periodic or temporary basis include the operation of neighborhood or commercial landscape maintenance equipment, street and parking lot maintenance vehicles, alarm systems, and automobiles and motorcycles with modified exhaust systems. Noise from these uses is addressed on a case-by-case basis through enforcement of the County's existing Noise Ordinance provisions.

In addition, for new sensitive receptors located in the Plan area, adherence to Policy 2.16.2-1(1) in the General Plan would require the use of noise-reducing materials or a site orientation, such that exterior noise in outdoor use areas does not exceed 60 dBA CNEL and a one-hour Leq of 65 dBA, and that interior noise does not exceed 45 dBA CNEL.

Given continued implementation of the existing regulations and policies described above, implementation of the Saticoy Area Plan would result in a ***less than significant impact*** from a temporary or periodic increase in ambient construction noise levels.

**Impact N-4** **The construction and operation of commercial and industrial development allowed in the Plan area could result in groundborne vibration. However, compliance with the County's *Construction Noise Threshold Criteria and Control Plan* would limit vibration from construction equipment. Heavy vehicle use during operation of commercial and industrial uses would not occur on uneven roadways and would not generate groundborne vibration in excess of the County's Transit Use Thresholds. Groundborne vibration impacts would therefore be *less than significant*.**

The construction and operation of commercial and industrial uses facilitated by the proposed Saticoy Area Plan could result in vibration levels that cause disturbance to sensitive receptors.

Groundborne vibration in the Plan area is generated primarily by two sources: temporary construction activities and permanent traffic on roadways. Both of these activities, while they are occurring, create “frequent” vibration events as defined in the FTA’s May 2006 *Transit Noise and Vibration Impact Assessment*, which sets a 72 VdB threshold for frequent events affecting residences and buildings where people normally sleep, a 75 VdB thresholds for frequent events affecting institutional uses with daytime use (such as churches and libraries), and a 100 VdB threshold for minor cosmetic damage to fragile buildings (vibration levels below 100 VdB produce no damage to buildings).

Table 4.6-7 identifies vibration levels for common types of construction equipment.

**Table 4.6-7 Vibration Source Levels for Construction Equipment**

Equipment		Approximate VdB		
		25 Feet	50 Feet	100 Feet
Pile Driver (impact)	upper range	112	106	100
	typical	104	98	92
Pile Drive (sonic)	upper range	105	99	93
	typical	93	87	81
Large Bulldozer		87	81	75
Loaded Trucks		86	80	74
Jackhammer		79	73	67
Small Bulldozer		58	52	46

*Source: FTA, 2006.*

Based on the information presented in Table 4.6-7, if sensitive receptors are located close enough to potential construction sites, these sensitive receptors (e.g., residences, religious institutions) could experience vibration levels that exceed the FTA’s vibration impact threshold of 72 VdB. However, the FTA threshold is intended to prevent interference with people’s sleep. Adherence to the County’s *Construction Noise Threshold Criteria and Control Plan* would limit any potential vibration-causing activities to daytime hours, such that construction activities do not exceed 72 VdB at the nearest sensitive receptor during nighttime hours.

The FTA applies a vibration impact threshold of 75 VdB to sensitive institutional uses. Within the Plan area, sensitive institutional uses include several churches and the Saticoy Library. For a significant impact to occur, vibration from construction activities facilitated by the Saticoy Area Plan would need to occur in close proximity to a sensitive institutional use at a time when it would be adversely affected by the activities. Based on Table 4.6-7, it is assumed that the strongest vibration levels during construction would come from the operation of large bulldozers. Although pile drivers generate more intense vibration, their use is generally limited to the construction of buildings at least four stories in height or in areas subject to liquefaction. New buildings in the Plan area would likely not require pile drivers for structural support, as the Development Standards for the Saticoy Area Plan call for new buildings between one and three stories in height. Furthermore, as shown in Figure 2.4b in the General

Plan Hazards Appendix, the Saticoy area is not subject to liquefaction (County of Ventura, 2013).

Large bulldozers could generate vibration levels of at least 75 VdB, which would exceed the FTA's impact thresholds if sensitive institutional uses are located within 100 feet of the receptor. One church, the Iglesia Apostolica de Jesu, is located within the proposed Town Center zone and could be subject to vibration levels exceeding 75 VdB if neighboring properties are redeveloped. However, compliance with the County's *Construction Noise Threshold Criteria and Control Plan* would limit noise levels generated by any construction activities during religious services on Sunday, and would also limit vibration from construction equipment. The new Saticoy Library, which is anticipated to open at the corner of Azahar Street and L.A. Avenue in 2015, is also located in the proposed Town Center zone and could be subject to vibration levels exceeding 75 VdB from redevelopment of neighboring properties. Impacts associated with redevelopment could also occur today, absent the proposed project. However, as stated above, compliance with the County's *Construction Noise Threshold Criteria and Control Plan* would limit vibration from construction equipment. Therefore, impacts from construction-related vibration on sensitive land uses would be ***less than significant***.

Construction allowed by the proposed Area Plan also would not result in vibration impacts from physical damage to fragile buildings, as vibration levels from the operation of construction equipment would not exceed 100 VdB.

Finally, the operation of new or expanded commercial and industrial uses facilitated by the proposed Area Plan Update could involve heavy vehicle (e.g., semi-truck) trips near sensitive receptors such as residences. However, uneven roadways that have cobblestone, potholes, offset undulations, or lateral grooves which would generate groundborne vibration do not occur in the Plan area (Heißing and Ersay, 2011). Because new heavy vehicle trips would not occur on uneven roadways, they would not generate groundborne vibration in excess of the County's Transit Use Thresholds for rubber-tire heavy vehicle uses. In addition, Program MOB-P8 directs posting truck prohibition signs if required as follows:

Truck Access Limits: If required, the Transportation Division shall post signage that prohibits truck access and/or limits trucks with more than two axles in the RES zone, with the exception of emergency services and direct deliveries. Once County Drive is extended through to Nardo Street, the same signage shall be posted on Nardo Street within the R/MU zone.

Therefore, vibration impacts from new heavy vehicle trips on sensitive receptors would be ***less than significant***.

**Impact N-5 The proposed Saticoy Area Plan would allow development of vibration-sensitive uses adjacent to the Santa Paula Branch Line**

**railroad tracks. However, the level of existing rail traffic and anticipated future traffic levels would not result in substantial groundborne vibration in the Plan area. Impacts related to the exposure of new sensitive receptors to transit vibration would therefore be *less than significant*.**

The proposed Area Plan Update would result in the application of a Mixed Use (RMU) land use designation, combined with a Residential/Mixed Use or R/MU zone, to existing Industrial areas south of the Santa Paula Branch Line railroad tracks and west of Alelia Avenue. This land use change could result in the construction of residences adjacent to the rail line. Residential uses are defined in the FTA's May 2006 *Transit Noise and Vibration Impact Assessment* as a Category 2 vibration-sensitive use. Any new residences within 200 feet of the rail line's right-of-way would be located within a critical distance of a vibration-generating transportation use (Ventura County, April 2011). In addition, Category 3 vibration-sensitive uses such as churches, schools and other institutions may be located in areas zoned R/MU or Town Center (TC). Any new Category 3 uses within 120 feet of the rail line would be located within a critical distance of a vibration-generating transportation use.

The Santa Paula Branch Line of the Union Pacific Railroad is used only for the transportation of materials. It is not currently used for passenger traffic, and no passenger traffic is expected on this line within the planning period. Because the market for the transportation of materials is currently limited, only one train per month currently passes through Saticoy (DeGeorge, VCTC, personal communication, October 3, 2014). Although the Ventura County Transportation Commission, which owns the rail line, anticipates that growing interest within their market may result in increased rail traffic during the planning period, the increased rail traffic would be limited to 1 or 2 trains per day by 2035. This amount of rail traffic would not substantially contribute to groundborne vibration in the Plan area. Because of the infrequency of railroad traffic, impacts related to exposure of new sensitive receptors resulting from buildout of the Area Plan to transit vibration would be *less than significant*.

### **Cumulative Impacts**

Cumulative projects in the vicinity of the Plan area, including the Saticoy Area Plan, are expected to result in the growth of vehicle trips on roadways in and near the Plan area, resulting in greater traffic noise. In the modeling of traffic noise for the Saticoy Area Plan Update, the difference between the Existing and 2035 Plus Plan scenarios represents the overall cumulative change in traffic through the year 2035. As shown in Table 4.6-6, cumulative growth would increase the exposure of existing, noise-sensitive receptors to peak-hour traffic noise by an estimated 6.0 dBA Leq (from 56.0 to 62.0 dBA Leq) on Azahar Street (northeast of Amapola Avenue) and by an estimated 5.7 dBA Leq (from 59.0 to 64.7 dBA Leq) at the intersection of Azahar Street and Alelia Avenue. The difference between existing conditions (2035 No Plan) and the 2035 Plus Plan scenario represents the contribution of development allowed by the Saticoy Area



Plan to cumulative increases in traffic noise. Development under the Saticoy Area Plan would account for an estimated 5.4 dBA Leq of the overall 6.0 dBA Leq increase in traffic noise on Azahar Street northeast of Amapola Avenue, and an estimated 5.1 dBA Leq of the overall 5.7 dBA Leq increase in traffic noise at the intersection of Azahar Street and Alelia Avenue. While these increases in noise would be considered moderate, they would not exceed the County's adopted residential threshold of 65 dBA Leq. As such, ***cumulative impacts would not be significant.***

Cumulative development in the vicinity of the Plan area also could result in noise conflicts between proposed residential development in the City of Ventura and existing or future industrial uses in the unincorporated County. In particular, one cumulative project, the proposed Northbank development in the City of Ventura, would involve the construction of residences across the Brown Barranca (a channelized waterway) and adjacent to the western boundary of the Plan area. However, no land use changes are proposed within the Saticoy Area Plan along this City/County boundary, so potential impacts to future City residents would be a result of existing land use regulations within the Saticoy Area Plan combined with proposed land use within the City of Ventura. The Saticoy Area Plan would therefore not result in a change in land use that could increase the exposure of new residences to operational noise. In addition, the Northbank Project has no tentative approval and would require annexation prior to development, so at this time the project's development patterns remain tentative. Based on the foregoing analysis, development allowed under the Saticoy Area Plan ***would not considerably contribute to cumulative impacts*** from land use conflicts related to noise.

Cumulative projects also would generate temporary noise and vibration during construction, although compliance with applicable restrictions on the timing and loudness of construction activity would reduce cumulative impacts to a less than significant level. The operation of cumulative residential and commercial projects would not involve heavy vehicle use on uneven roadways that could generate cumulative vibration impacts. Because of the low frequency of rail traffic on the UPRR line, cumulative development would have a ***less than significant*** impact related to the exposure of sensitive receptors to transportation noise.

### **4.6.3 Mitigation Measures and Residual Impacts**

Based on the discussion above, potential noise impacts were identified that would be mitigated through the implementation of General Plan policies 2.16.2.1(1) through (5). These General Plan policies will be implemented during the discretionary review process as conditions of approval and monitored through building inspections prior to occupancy. In addition, several proposed Saticoy Area Plan policies will enhance the implementation of the General Plan policies by reinforcing noise attenuation measures. With regard to interior noise standards (Impact N-1), current Building Code standards may not result in reducing noise levels to the 45 dB CBEL threshold. However, the Building Code and General Plan policy 2.16.2.1(1) require that new

development must comply with this standard. The following measures provide an example of a feasible method to obtain the required noise level reduction:

**Noise-Reducing Building Construction Techniques:**

- Installation of well-sealed solid-core wooden doors with a minimum Sound Transmission Class (STC)<sup>16</sup> rating of 28;
- Installation of commercially available windows with STC ratings of 28 or higher;
- Installation of baffled roof or attic vents;
- Installation of exterior wall assemblies with STC ratings of 28 or higher. This can be accomplished using standard wall assemblies using 2 by 4 inch studs, batt insulation in the wall cavities, and a double-layer of half-inch drywall on each side, or using staggered 2 by 4 inch studs with 2 by 6 inch top and bottom plates and a single-layer of half-inch drywall on each side. (Other methods of achieving STC 45 in exterior wall assemblies can be found at [http://inspectapedia.com/BestPractices/Sound\\_Transmission\\_Class\\_STC.htm](http://inspectapedia.com/BestPractices/Sound_Transmission_Class_STC.htm), <http://www.stcratings.com/assemblies.html>, and [http://www.sae.edu/reference\\_material/pages/STC%20Chart.htm](http://www.sae.edu/reference_material/pages/STC%20Chart.htm)); and
- Forced-air mechanical ventilation, as required by the California Building Code, to adequately ventilate the interior space of the units when windows are closed to control noise.

Incorporation of these design requirements would be expected to achieve an exterior-to-interior noise level reduction of at least 28 dBA.

#### 4.6.4 General Plan Consistency

General Plan Consistency was confirmed in the Initial Study and is not discussed further in this EIR.

### 4.7 GREENHOUSE GASES

This section includes a discussion of climate change, its causes and the contribution of human activities, as well as a summary of existing greenhouse gas emissions. The section describes the criteria for determining the significance of climate change impacts, and estimates the likely greenhouse gas emissions that would result from vehicular traffic and other emission sources compared to the existing sources in Saticoy. Where appropriate, mitigation measures are recommended to reduce potential impacts.

#### 4.7.1 Setting

**Climate Change and Greenhouse Gases.**

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns,

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<sup>3</sup>Sound Transmission Class (or STC) is an integer rating of how well a building partition attenuates airborne sound.

precipitation, and storms) over an extended period of time. The term “climate change” is often used interchangeably with the term “global warming,” but “climate change” is preferred to “global warming” because it helps convey that there are other changes in addition to rising temperatures.

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxides (N<sub>2</sub>O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF<sub>6</sub>). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

GHGs are emitted by both natural processes and human activities. Of these gases, CO<sub>2</sub> and CH<sub>4</sub> are emitted in the greatest quantities from human activities. Emissions of CO<sub>2</sub> are largely by-products of fossil fuel combustion, whereas CH<sub>4</sub> results from off-gassing associated with agricultural practices and landfills.

Man-made GHGs, many of which have greater heat-absorption potential than CO<sub>2</sub>, include fluorinated gases and sulfur hexafluoride (SF<sub>6</sub>) (California Environmental Protection Agency [CalEPA], 2006). Different types of GHGs have varying global warming potentials (GWPs). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO<sub>2</sub>) is used to relate the amount of heat absorbed to the amount of the gas emissions, referred to as “carbon dioxide equivalent” (CO<sub>2</sub>e), and is the amount of a GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane CH<sub>4</sub> has a GWP of 25, meaning its global warming effect is 25 times greater than carbon dioxide on a molecule per molecule basis (United Nations Intergovernmental Panel on Climate Change [IPCC], 2007).

The accumulation of GHGs in the atmosphere regulates the earth’s temperature. Without the natural heat trapping effect of GHGs, Earth’s surface would be about 34° C cooler (CalEPA, 2006). However, it is believed that emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of these gases in the atmosphere beyond the level of naturally occurring concentrations.

Greenhouse Gas Emissions Inventory. Total U.S. GHG emissions were 6,525.6 MMT CO<sub>2</sub>e in 2012 (United States Environmental Protection Agency [USEPA], 2014). Total U.S. emissions have increased by 4.7 percent since 1990; emissions decreased by 3.4 percent from 2011 to 2012 (USEPA, 2014). The decrease from 2011 to 2012 was due to a decrease in the carbon intensity of fuels consumed to generate electricity due to a decrease in coal consumption, with increased natural gas consumption. Additionally, relatively mild winter conditions, especially in regions of the United States where electricity is important for heating, resulted in an overall decrease in electricity demand in most sectors. Since 1990, U.S. emissions have

increased at an average annual rate of 0.2 percent. In 2012, the transportation and industrial end-use sectors accounted for 28.2 percent and 27.9 percent of CO<sub>2</sub> emissions (with electricity-related emissions distributed), respectively. Meanwhile, the residential and commercial end-use sectors accounted for 16.3 percent and 16.4 percent of CO<sub>2</sub> emissions, respectively (USEPA, 2014).

Based upon the California Air Resources Board (ARB) California Greenhouse Gas Inventory for 2000-2012 (ARB, 2014), California produced 459 MMT CO<sub>2</sub>e in 2012. The major source of GHG in California is transportation, contributing 36 percent of the state's total GHG emissions. Electric power is the second largest source, contributing 21 percent of the state's GHG emissions (ARB, 2014). The industrial sector accounted for approximately 19 percent of the total emissions. California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The ARB has projected statewide unregulated GHG emissions for the year 2020 will be 507 MMT CO<sub>2</sub>e (ARB, August 2013). These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

Potential Effects of Climate Change. According to the CalEPA's *2010 Climate Action Team Biennial Report*, potential impacts of climate change in California may include loss in snow pack, sea level rise, more extreme heat days per year, more high ozone days, more large forest fires, and more drought years (CalEPA, 2010). Below is a summary of some of the potential effects that could be experienced in California as a result of climate change.

*Sea Level Rise.* According to *The Impacts of Sea-Level Rise on the California Coast*, prepared by the California Climate Change Center (CCCC) (2009), climate change has the potential to induce substantial sea level rise in the coming century. The rising sea level increases the likelihood and risk of flooding. Sea levels are rising faster now than in the previous two millennia, and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report (2013) predicts a mean sea-level rise of 11-38 inches by 2100. This prediction is more than 50 percent higher than earlier projections of 7-23 inches, when comparing the same emissions scenarios and time periods. The previous IPCC report (2007) identified a sea level rise on the California coast over the past century of approximately eight inches. Based on the results of various climate change models, sea level rise is expected to continue. The California Climate Adaptation Strategy (California Natural Resources Agency, 2009) estimates a sea level rise of up to 55 inches by the end of this century.

*Air Quality.* Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. If higher temperatures are accompanied by drier conditions, the potential for large wildfires could increase, which, in turn, would further worsen air quality. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires,

thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Energy Commission [CEC], 2009).

*Water Supply.* Analysis of paleoclimatic data (such as tree-ring reconstructions of stream flow and precipitation) indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future water supplies in California. However, the average early spring snowpack in the Sierra Nevada decreased by about 10 percent during the last century, a loss of 1.5 million acre-feet of snowpack storage. During the same period, sea level rose eight inches along California's coast. California's temperature has risen 1°F, mostly at night and during the winter, with higher elevations experiencing the highest increase. Many Southern California cities have experienced their lowest recorded annual precipitation twice within the past decade. In a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR], 2008; CCCC, 2009).

This uncertainty complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. Based upon historical data and modeling DWR projects that the Sierra snowpack will experience a 25 to 40 percent reduction from its historic average by 2050. Climate change is also anticipated to bring warmer storms that result in less snowfall at lower elevations, reducing the total snowpack (DWR, 2008).

*Hydrology.* As discussed above, climate change could potentially affect: the amount of snowfall, rainfall, and snow pack; the intensity and frequency of storms; flood hydrographs (flash floods, rain or snow events, coincidental high tide and high runoff events); sea level rise and coastal flooding; coastal erosion; and the potential for salt water intrusion. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 mm per year, which is double the observed 20<sup>th</sup> century trend of 1.6 mm per year (World Meteorological Organization [WMO], 2013). As a result, sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO, 2013). Sea level rise may be a product of climate change through two main processes: expansion of sea water as the oceans warm and melting of ice over land. A rise in sea levels could result in coastal flooding and erosion and could jeopardize California's water supply due to salt water intrusion. Increased CO<sub>2</sub> emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

*Agriculture.* California has a \$30 billion annual agricultural industry that produces half of the country's fruits and vegetables. Higher CO<sub>2</sub> levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, water

demand could increase; crop-yield could be threatened by a less reliable water supply; and greater air pollution could render plants more susceptible to pest and disease outbreaks. In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (CCCC, 2006).

*Ecosystems and Wildlife.* Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the average global surface temperature could rise by 1.0-4.5°F (0.6-2.5°C) in the next 50 years, and 2.2-10°F (1.4-5.8°C) in the next century, with substantial regional variation. Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals: (1) timing of ecological events; (2) geographic range; (3) species' composition within communities; and (4) ecosystem processes, such as carbon cycling and storage (Parmesan, 2006).

### **Regulatory Setting**

Federal Regulations. The United States Supreme Court in *Massachusetts et al. v. Environmental Protection Agency et al.* ([2007] 549 U.S. 05-1120) held that the USEPA has the authority to regulate motor-vehicle GHG emissions under the federal Clean Air Act.

The USEPA issued a Final Rule for mandatory reporting of GHG emissions in October 2009. This Final Rule applies to fossil fuel suppliers, industrial gas suppliers, direct GHG emitters, and manufacturers of heavy-duty and off-road vehicles and vehicle engines, and requires annual reporting of emissions. The first annual reports for these sources were due in March 2011.

On May 13, 2010, the USEPA issued a Final Rule that took effect on January 2, 2011, setting a threshold of 75,000 tons CO<sub>2</sub>e per year for GHG emissions. New and existing industrial facilities that meet or exceed that threshold will require a permit after that date. On November 10, 2010, the USEPA published the "Prevention of Significant Deterioration and Title V Permitting Guidance for Greenhouse Gases." The USEPA's guidance document is directed at state agencies responsible for air pollution permits under the Federal Clean Air Act to help them understand how to implement GHG reduction requirements while mitigating costs for industry.

On January 2, 2011, the USEPA implemented the first phase of the Tailoring Rule for GHG emissions Title V Permitting. Under the first phase of the Tailoring Rule, all new sources of emissions are subject to GHG Title V permitting if they are otherwise subject to Title V for another air pollutant and they emit at least 75,000 tons CO<sub>2</sub>e per year. Under Phase 1, no sources were required to obtain a Title V permit solely due to GHG emissions. Phase 2 of the Tailoring Rule went into effect July 1, 2011. At that time new sources were subject to GHG Title V permitting if the source emits 100,000 tons CO<sub>2</sub>e per year, or they are otherwise subject to Title V permitting for another pollutant and emit at least 75,000 tons CO<sub>2</sub>e per year.

On July 3, 2012 the USEPA issued the final rule that retains the GHG permitting thresholds that were established in Phases 1 and 2 of the GHG Tailoring Rule. These emission thresholds determine when Clean Air Act permits under the New Source Review Prevention of Significant Deterioration and Title V Operating Permit programs are required for new and existing industrial facilities.

California Regulations. California Air Resources Board (ARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the state's GHG emissions. These initiatives are summarized below.

Assembly Bill (AB) 1493 (2002), California's Advanced Clean Cars program (referred to as "Pavley"), requires ARB to develop and adopt regulations to achieve "the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles." On June 30, 2009, USEPA granted the waiver of Clean Air Act preemption to California for its greenhouse gas emission standards for motor vehicles beginning with the 2009 model year. Pavley I took effect for model years starting in 2009 to 2016 and Pavley II, which is now referred to as "LEV (Low Emission Vehicle) III GHG" will cover 2017 to 2025. Fleet average emission standards would reach 22 percent reduction from 2009 levels by 2012 and 30 percent by 2016. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (ARB, 2011).

In 2005, former Governor Schwarzenegger issued Executive Order (EO) S-3-05, establishing statewide GHG emissions reduction targets. EO S-3-05 provides that by 2010, emissions shall be reduced to 2000 levels; by 2020, emissions shall be reduced to 1990 levels; and by 2050, emissions shall be reduced to 80 percent below 1990 levels (CalEPA, 2006). In response to EO S-3-05, CalEPA created the Climate Action Team (CAT), which in March 2006 published the Climate Action Team Report (the "2006 CAT Report") (CalEPA, 2006). The 2006 CAT Report identified a recommended list of strategies that the state could pursue to reduce GHG emissions. These are strategies that could be implemented by various state agencies to ensure that the emission reduction targets in EO S-3-05 are met and can be met with existing authority of the state agencies. The strategies include the reduction of passenger and light duty truck emissions, the reduction of idling times for diesel trucks, an overhaul of shipping technology/infrastructure, increased use of alternative fuels, increased recycling, and landfill methane capture, etc.

California's major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the "California Global Warming Solutions Act of 2006," signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 (essentially a 15 percent reduction below 2005 emission levels; the same requirement as under S-3-05), and requires ARB to prepare a Scoping Plan that outlines the main State strategies for reducing

GHGs to meet the 2020 deadline. In addition, AB 32 requires ARB to adopt regulations to require reporting and verification of statewide GHG emissions.

After completing a comprehensive review and update process, ARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO<sub>2</sub>e. The Scoping Plan was approved by ARB on December 11, 2008, and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted over the last five years. Implementation activities are ongoing and ARB is currently the process of updating the Scoping Plan.

In May 2014, ARB approved the first update to the AB 32 Scoping Plan. The 2013 Scoping Plan update defines ARB's climate change priorities for the next five years and sets the groundwork to reach post-2020 goals set forth in EO S-3-05. The update highlights California's progress toward meeting the "near-term" 2020 GHG emission reduction goals defined in the original Scoping Plan. It also evaluates how to align the State's longer-term GHG reduction strategies with other State policy priorities, such as for water, waste, natural resources, clean energy and transportation, and land use (ARB, June 2014).

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Resources Agency (Resources Agency) adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

ARB Resolution 07-54 establishes 25,000 MT of GHG emissions as the threshold for identifying the largest stationary emission sources in California for purposes of requiring the annual reporting of emissions. This threshold is just over 0.005 percent of California's total inventory of GHG emissions for 2004.

Senate Bill (SB) 375, signed in August 2008, enhances the state's ability to reach AB 32 goals by directing ARB to develop regional GHG emission reduction targets to be achieved from vehicles for 2020 and 2035. In addition, SB 375 directs each of the state's 18 major Metropolitan Planning Organizations (MPO) to prepare a "sustainable communities strategy" (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On September 23, 2010, ARB adopted final regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8% reduction in GHGs from transportation sources by 2020 and a 13% reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements."



In April 2011, Governor Brown signed SB 2X requiring California to generate 33 percent of its electricity from renewable energy by 2020.

For more information on the Senate and Assembly Bills, Executive Orders, and reports discussed above, and to view reports and research referenced above, please refer to the following websites: [www.climatechange.ca.gov](http://www.climatechange.ca.gov) and [www.arb.ca.gov/cc/cc.htm](http://www.arb.ca.gov/cc/cc.htm).

*California Environmental Quality Act.* Pursuant to the requirements of SB 97, the Natural Resources Agency has adopted amendments to the *State CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. As noted previously, the adopted *CEQA Guidelines* provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, the Bay Area Air Quality Management District (BAAQMD), the South Coast Air Quality Management District (SCAQMD), the San Luis Obispo Air Pollution Control District (SLOAPCD), and the San Joaquin Air Pollution Control District (SJVAPCD) have adopted quantitative significance thresholds for GHGs. However, the BAAQMD was ordered to set aside the thresholds in March 2012 by the Alameda County Superior Court, and is no longer recommending that these thresholds be used as a general measure of a project's significant air quality impacts. In August 2013, the First District Court of Appeal overturned the trial court and held that the thresholds of significance adopted by the BAAQMD were not subject to CEQA review. The California Supreme Court has agreed to hear an appeal of this case. The case is currently being briefed and the matter is still pending. Thus, BAAQMD will not issue a further recommendation until this litigation is complete.

Local Regulations. The Southern California Association of Governments (SCAG) adopted a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in April 2012, which applies to the County of Ventura. The following implementation strategies are included in the SCS:

- Promoting a land use pattern that accommodates future employment and housing needs;
- Using land in ways that make developments more compact and improve linkages among jobs, housing, and major activity centers;
- Protecting natural habitats and resource areas;
- Implementing a transportation network of public transit, managed lanes and highways, local streets, bikeways, and walkways built and maintained with available funds;
- Managing demands on the transportation system (TDM) in ways that reduce or eliminate traffic congestion during peak periods of demand;
- Managing the transportation system (TSM) through measures that maximize the efficiency of the transportation network; and
- Utilizing innovative pricing policies to reduce vehicle miles traveled and traffic congestion during peak periods of demand

The County of Ventura has established a Climate Protection Plan (CPP) which includes six action areas and fifteen “Commitments to Climate Protection” (Commitments) with the goal of meeting a GHG reduction target of 15 percent over a 2005 baseline inventory. The commitments include items such as integrating energy-efficiency financial assessment into the County’s Capital Planning and Budgeting process, reviewing County’s building policies to ensure use of latest environmental standards for materials and systems, capturing and storing carbon on County property, and implementing a comprehensive energy action plan (Ventura County Climate Protection Plan, 2012). No specific GHG emission thresholds of significance are included in the CPP.

## 4.7.2 Impact Analysis

### Thresholds

The vast majority of individual projects do not generate sufficient GHG emissions that impact climate change. Therefore, the impact assessment typically involves an analysis of whether a project’s contribution towards an impact is cumulatively considerable. According to the State’s CEQA Guidelines, “cumulatively considerable” means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355).

Pursuant to the requirements of SB 97, the Natural Resources Agency adopted amendments to the State CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions in March 2010. These guidelines are used to evaluate the cumulative significance of GHG emissions from a proposed project.

The significance of GHG emissions may be evaluated based on locally adopted quantitative thresholds, or consistency with a regional GHG reduction plan. Neither the County of Ventura nor the VCAPCD have adopted GHG emissions thresholds, though as noted previously the CPP has identified GHG reduction of 15% over a 2005 baseline inventory for County operations. According to VCAPCD staff, until a threshold is formally adopted, the approach being used by VCAPCD to assess impacts is to identify a per capita GHG emissions threshold. (A. Stratton – APCD, personal communication, 2014.) This approach is similar to one used by SCAQMD. The SCAQMD is considering a combined quantitative/ qualitative approach, where projects are evaluated for consistency with locally adopted GHG reduction plans followed by quantitative GHG threshold values set to capture 90 percent of project GHG emissions by project type. However the SCAQMD has not adopted quantitative thresholds at this time. Several air districts have recommended or adopted quantitative bright-line and/or per capita (efficiency) GHG emission thresholds. The use of a bright-line GHG emission threshold would not be appropriate for an Area Plan, since this type of threshold is generally developed for analysis of individual projects, while the Saticoy Area Plan Update EIR considers the cumulative effect of all individual projects with the Plan boundary. Therefore, a per capita (efficiency-based) GHG emissions threshold is considered the most appropriate quantitative threshold for the Plan.

In addition, as described previously, SB 375 required SCAG to adopt a Sustainable Communities Strategy (SCS) as part of its Regional Transportation Plan (RTP). SCAG adopted an RTP/SCS in 2012 for the planning period 2012 through 2035, the primary goal of the RTP/SCS is to reduce per capita GHG emissions by 8% by 2020 and 13% by 2035. Therefore, for the purposes of this EIR, the proposed Area Plan Update would have a significant impact if it would:

- Increase in per capita GHG emissions; and
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

### **Methodology**

Calculations of CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O emissions are provided to identify the magnitude of potential project effects. The analysis focuses on CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O because these make up 98.9 percent of all GHG emissions by volume (IPCC, 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF<sub>6</sub>, were also considered for the analysis; however, because these emissions make up less than 2% of total GHG emissions, the quantity of fluorinated gases generated by the Area Plan Update would not contribute substantially to the total GHG emissions from the Plan area (IPCC, 2007). Emissions of all GHGs are converted into their equivalent weight in CO<sub>2</sub> (CO<sub>2</sub>e). Minimal amounts of other main GHGs (such as chlorofluorocarbons [CFCs]) would be emitted; however, these other GHG emissions would not substantially add to the calculated CO<sub>2</sub>e amounts. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) *CEQA and Climate Change* white paper (CAPCOA, 2008) and included the use of the California Climate Action Registry (CCAR) General Reporting Protocol (CCAR, 2009).

*On-Site Operational Emissions.* Operational emissions from energy use for the project were estimated using the California Emissions Estimator Model (CalEEMod) 2013 Version 2013.2 software program (see Appendix D.4 for calculations). The default values on which the CalEEMod software program are based include the California Energy Commission (CEC) sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies. CalEEMod provides operational emissions of CO<sub>2</sub>, N<sub>2</sub>O and CH<sub>4</sub>. This methodology is considered reasonable and reliable for use, as it has been subjected to peer review by the CEC. It is also recommended by CAPCOA (CAPCOA, 2008).

Emissions associated with area sources, including consumer products, landscape maintenance, and architectural coating were calculated in CalEEMod and utilize standard emission rates from CARB, USEPA, and district supplied emission factor values (CAPCOA, 2013).

Emissions from waste generation were also calculated in CalEEMod and are based on the IPCC's methods for quantifying GHG emissions from solid waste using the degradable organic content of waste (CalEEMod User Guide, 2013). Waste disposal rates by land use and overall

composition of municipal solid waste in California was primarily based on data provided by the California Department of Resources Recycling and Recovery (CalRecycle).

Emissions from water and wastewater usage calculated in CalEEMod were based on the default electricity intensity from the CEC's 2006 Refining Estimates of Water-Related Energy Use in California using the average values for Northern and Southern California.

*Direct Emissions from Mobile Combustion.* Emissions of CO<sub>2</sub> and CH<sub>4</sub> from transportation sources for the proposed project were quantified using the CalEEMod software model. Because the CalEEMod software program does not calculate N<sub>2</sub>O emissions from mobile sources, N<sub>2</sub>O emissions were quantified using the California Climate Action Registry General Reporting Protocol (January 2009) direct emissions factors for mobile combustion (see Appendix D.4 for calculations). The estimate of total daily trips associated with the proposed project was based on the project traffic study (Fehr & Peers, 2014) and was calculated and extrapolated to derive total annual mileage in CalEEMod. Emission rates for N<sub>2</sub>O emissions were based on the vehicle mix output generated by CalEEMod and the emission factors found in the California Climate Action Registry General Reporting Protocol.

*Short-Term Construction Emissions.* Construction activities related to new development would also result in greenhouse gas emissions. However, the Saticoy Area Plan Update does not propose specific new construction. Because project-specific information is not known, construction-related emissions cannot be quantified at this time, as any quantification would be speculative. Project-specific information would be available as specific projects are proposed. Construction related greenhouse gas emissions would be evaluated on a case-by-case basis for future projects during the discretionary review process in accordance with CEQA. Furthermore, the techniques included in Section 4.1.3 to reduce air quality impacts from construction would be required of all projects within the Plan Area and would reduce greenhouse gas emissions.

*Service Population.* Commercial and industrial uses would provide employment opportunities to residents inside and outside of the Plan Area, but would also result in GHG emissions as a result of operations. Therefore, employment is an important consideration in evaluating GHG efficiency. In order to account for GHG efficiency associated with both residential and commercial and industrial land uses, service population is used in place of per capita emissions for the resident population only. Service population is defined as the sum of residents within the Plan Area and employees/jobs within the Plan Area. The service population methodology for evaluating GHG efficiency is in use by air districts throughout the State that have adopted GHG emissions thresholds for CEQA analysis, and recognizes the fact that accommodating residents and jobs in a project is more efficient than considering residents or jobs alone.

## Results

**Impact GHG-1** The proposed Area Plan Update would result in a significant impact to GHG emissions if it would result in an increase in per capita GHG emissions. However, the Area Plan Update would result in the reduction of 1.5 metric tons of CO<sub>2</sub>e per year per service population when compared to the existing land uses; therefore, this *impact would be beneficial*.

As described above under *Study Methodology*, CalEEMod was used to estimate GHG emissions from on-site operational activity and mobile activity associated with Plan Area development. For the existing and planned uses within Saticoy, the primary emissions sources include area sources (such as landscape maintenance equipment), energy and natural gas use, vehicle trips, and solid waste and wastewater generation (see Appendix D.4 for calculations). Table 4.7-1 shows the total GHG emissions associated with buildout of the Plan Area.

**Table 4.7-1 Combined Annual Emissions of Greenhouse Gases of Total Proposed Land Uses**

Emission Source	Annual Emissions CO <sub>2</sub> e
<b>Operational</b>	
Area	5 metric tons
Energy	13,475 metric tons
Solid Waste	1,938 metric tons
Water	3,345 metric tons
<hr/>	
<b>Mobile CO<sub>2</sub> &amp; CH<sub>4</sub></b>	17,242 metric tons
<hr/>	
<b>Mobile N<sub>2</sub>O</b>	1,079 metric tons
<hr/>	
<b>Total</b>	<b>37,084 metric tons</b>

Source: See Appendix D.4 for calculations

For the proposed project, the combined annual emissions would total approximately 37,084 metric tons CO<sub>2</sub>e per year. These emission projections indicate that approximately half of the project's GHG emissions are associated with vehicular travel (49%).

As noted above, the VCAPCD has not adopted formal GHG emissions thresholds that apply to land use projects and no GHG emissions reduction plan has been adopted for the County. However, the proposed Area Plan would have a less than significant impact if it would not result in an increase in per service population GHG emissions when compared to existing conditions within the Plan Area. Table 4.7-2 shows the total GHG emissions associated with existing conditions within the Plan Area.

**Table 4.7-2 Combined Annual Emissions of Greenhouse Gases of Total Existing Land Uses**

Emission Source	Annual Emissions CO <sub>2</sub> e
<b>Operational</b>	
Area	3 metric tons
Energy	4,934 metric tons
Solid Waste	726 metric tons
Water	1,250 metric tons
<b>Mobile CO<sub>2</sub> &amp; CH<sub>4</sub></b>	6,920 metric tons
<b>Mobile N<sub>2</sub>O</b>	349 metric tons
<b>Total</b>	<b>14,182 metric tons</b>

Source: See Appendix D.4 for calculations

Under existing conditions, the combined annual emissions total approximately 14,182 metric tons CO<sub>2</sub>e per year.

According to the Market Study prepared for this project (MR+E, January 10, 2014), Saticoy current has a total of 1,029 residents. As described in Section 4.1, Air Quality, the proposed project would result in a net increase of up to 100 new residential units. Ventura County average household size is 3.39 persons per household (MR+E, 2014); therefore, up to 339 new residents could be accommodated as a result of the Area Plan Update. As a result, this analysis assumes that the Saticoy area would have up to 1,368 residents at buildout of the Area Plan. As described above under *Study Methodology*, employment is also an important consideration in evaluating GHG efficiency, as commercial and industrial uses that provide employment opportunities also result in GHG emissions. As documented in the Market Study, Saticoy is a regionally important industrial area in Ventura County, currently providing approximately 843 jobs. As discussed in the Project Description (Section 2.0), the proposed Area Plan is calculated to allow for a range of approximately 1,929 - 3,858 new employees over existing conditions. This analysis uses the maximum potential increase in employees, consistent with the GHG emissions inventory, which uses maximum potential buildout for the Plan area to estimate bulk GHG emissions. Therefore, the existing service population that is used to evaluate the proposed Area Plan's GHG efficiency is 1,872 (1,029 existing residents plus 843 existing jobs). The Plan Area buildout service population would be 6,069 (1,368 future residents plus 843 existing jobs and up to 3,858 new employees). Table 4.7-3 compares the GHG efficiency of the existing land uses in the Plan area to the potential buildout of the Plan area, based on the bulk emissions shown in Tables 4.7-1 and 4.7-2, and the anticipated service population under existing and Plan area buildout conditions.

**Table 4.7.3 Total Employment Generation for Buildout Under the Saticoy Area Plan**

	Existing Conditions	Area Plan Buildout
Bulk Emissions <sup>1</sup>	14,182 MT CO <sub>2</sub> e	37,084 MT CO <sub>2</sub> e
Population	1,029	1,368
Employment	843	4,701
Service Population	1,872	6,069
Efficiency	7.6	6.1

1. Refer to Table 1, Combined Annual Emissions of Greenhouse Gases of Total Proposed Land Uses, and Table 2, Combined Annual Emissions of Greenhouse Gases of Total Existing Land Uses

As shown in Table 4.7-3, the proposed Area Plan Update would result in the reduction of 1.5 metric tons of CO<sub>2</sub>e per year per service population when compared to the existing land uses. A reduction in per service population GHG emissions indicates that the proposed Area Plan would result in a more efficient land use pattern than the existing development within the Plan Area; therefore, this *impact would be beneficial*.

**Impact GHG-2** The proposed Area Plan Update would result in a significant impact to GHG emissions if it would be inconsistent with Applicable Plans, Policy or Regulations Adopted to Reduce GHG Emissions. However, the Area Plan Update would be consistent with all of the identified strategies to reduce GHG emissions in California, and these policies would help maintain or reduce per capita emissions in Saticoy; therefore, this impact would be *less than significant*.

As described in Impact GHG-1, implementation of the proposed Area Plan Update would generate new GHG emissions, directly and indirectly. However, policies contained in the Area Plan Update, in particular in the Mobility Goals and Policies, aimed at limiting vehicle use and energy consumption, would also reduce per capita GHG emissions, consistent with the goals of the Southern California Association of Governments 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy.

Development allowed by the Area Plan Update would generate new GHG emissions through vehicle use and energy consumption. The Area Plan Update would allow intensified development south of the railroad corridor and in the area that would be zoned Town Center directly adjacent to State Route (SR) 118, which would generally increase vehicle use. Overall, vehicle miles traveled would be expected to increase with buildout of the Plan, which would incrementally increase total GHG emissions from the Plan area. Development facilitated by the Area Plan Update would also generate new GHG emissions resulting from energy consumption. However, the total anticipated increase in GHG emissions would be counterbalanced by the land use, community design, and mobility goals and policies included in the Area Plan Update and Development Standards that encourage compact development; promote the establishment and practice of transit, pedestrian, and biking as alternative modes of transportation; encourage the use of energy and water efficient fixtures; and reduce

overall per capita energy consumption. The policies described in Section 4.1.4, General Plan Consistency, would reduce per capita GHG and other air pollutant emissions, consistent with the goals of the SCAG 2012–2035 RTP/SCS and the GHG emission reduction targets set by SB 375. The bicycle and pedestrian improvements envisioned in the policies would implement some of these policies.

Implementation of these Area Plan Update policies would be consistent with the GHG reduction strategies in the 2012-2035 RTP/SCS (see Appendix H). The Area Plan Update would specifically address the following 2012–2035 RTP/SCS strategies, from Table 4.3 through Table 4.7 of the 2012–2035 RTP/SCS:

- Update local zoning codes, General Plans, and other regulatory policies to accelerate adoption of land use strategies included in the 2012-2035 RTP/SCS Plan Alternative, or that have been formally adopted by any sub-regional COG that is consistent with regional goals.
- Update local zoning codes, General Plans and other regulatory policies to promote a more balanced mix of residential, commercial, industrial, recreational, and institutional uses located to provide options and to contribute to the resiliency and vitality of neighborhoods and districts.
- Support projects, programs, policies, and regulations that encourage the development of complete communities, which includes a diversity of housing choices and educational opportunities, jobs for a variety of skills and education, recreation and culture, and a full-range of shopping, entertainment, and services all within a relatively short distance.
- Work with state and local transportation authorities to increase the efficiency of the existing transportation system.

Pursuant to SB 375, ARB set per capita GHG emission reduction targets from passenger vehicles for each of the state’s 18 MPOs. For the SCAG region, the targets set are eight percent below 2005 per capita emission levels by 2020 and 13 percent below 2005 per capita emission level by 2035. As shown in Table 4.7-4, the 2012-2035 RTP/SCS achieves per capita GHG reductions relative to 2005 of nine percent in 2020 and 16 percent in 2035, which exceeds the targets for SCAG set by ARB.

As discussed above, implementation of the Saticoy Area Plan Update goals and policies would help achieve the goals of the 2012-2035 RTP/SCS, which would contribute to achievement of the SCAG goal for per capita GHG emissions, and reduce regional GHG emissions as compared to the “business as usual” scenario.



**Table 4.7-4 RTP/SCS Per Capita Greenhouse Gas Reductions**

Year	CO <sub>2</sub> per Capita (lbs./day)	CO <sub>2</sub> per Capita Reductions Compared to 2005		
		Travel Demand Model*	4D Model**	Total
2005	23.8	N/A	N/A	N/A
2020	21.6	-9%	N/A	-9%
2035	20.5	-14%	-2%	-16%

\* Includes Transportation Demand Management (TDM), Transportation Systems Management (TSC), active transportation.

\*\* The SCAG 4D Model captures the benefits of land use and transportation coordination that are not captured directly by the Travel Demand Model.

Table Source: SCAG 2012–2035 Appendix, Table 8.

In addition, the Saticoy Area Plan Update includes land use strategies to reduce vehicle trips and reduce vehicle emissions. In particular, Policy RES-1.1 requires the provision of opportunities for mixed-use areas where residential development is located in close proximity to jobs and commercial services. Policy LU-5.1 encourages the location and design of community facilities in a manner that includes safe, easy access for alternate forms of transportation (i.e. pedestrians, bicycles, transit). Policy MOB-3.1 requires that the new discretionary development provide new or improved multi-modal connections between residential, commercial, and job-producing uses. Also, Policies MOB-3.1 through MOB-3.8, are all aimed at enhancing accessibility for pedestrians, cyclists and transit users.

In addition, RES-1.4 encourages the provision of electric car charging stations, to reduce the use of fossil fuels in passenger vehicles. The Design Guidelines also include provision for incorporation of passive solar design and inclusion of rooftop solar panels in new and existing development. The Development Standards also encourage incorporation of water conservation and recycling techniques, such as grey water systems. All of these would serve to reduce per capita GHG emissions.

Because the Area Plan Update would encourage compact development, promote the establishment and practice of alternative transit, such as walking and cycling, as a mode of transportation; and potentially increase use of renewable energy resources, the proposed Area Plan would be consistent with the goals of SB 375, and would contribute to long-term reductions in GHG emissions.

As described above, the proposed Area Plan Update would be consistent with the goals and strategies contained in the SCAG 2012-2035 RTP/SCS to reduce per capita GHG emissions. As described under *Regulatory Setting*, SB 375 required SCAG to adopt a SCS as part of its RTP. SCAG adopted an RTP/SCS in 2012 for the planning period from 2012 through 2035, the primary goal of which is to provide a vision for future growth in Southern California that will reduce per capita GHG emissions by 8 percent by 2020 and 13 percent by 2035.

The proposed Saticoy Area Plan Update promotes a more compact, efficient land use pattern that provides for mixed use residential and commercial development, improved alternate transit options and an increase in employment opportunities near residential areas. The Area Plan also includes a variety of policies specifically intended to reduce energy consumption,

vehicle miles traveled and associated emissions of GHG and other air pollutants. The consistency of the Area Plan Update with applicable policies from SCAG's SCS/RTP is summarized in Appendix H. As shown, the Area Plan Update would be consistent with all of the identified strategies to reduce GHG emissions in California, and these policies would help maintain or reduce per capita emissions in Saticoy. Impacts would be *less than significant*.

### **Cumulative Impacts**

**Impact GHG-3** The Saticoy Area Plan would reduce per capita GHG emissions, and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG, and therefore, *would not result in a cumulatively considerable impact*.

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact through a direct influence to climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution towards an impact is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (CEQA Guidelines, Section 15355). As described in 4.1.2, the Saticoy Area Plan would reduce per capita GHG emissions, and would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHG, and therefore, *would not result in a cumulatively considerable impact*.

### **4.7.3 Mitigation Measures and Residual Impacts**

No mitigation would be required as the Area Plan Update would result in beneficial impacts associated with GHG emissions.

### **4.7.4 General Plan Consistency**

The proposed Saticoy Area Plan goal and policies listed in Appendix H and discussed in the previous sections would all contribute to the reduction of GHG emissions. The proposed policies are consistent with General Plan policies that serve to reduce air quality impacts, including greenhouse gas emissions, as discussed under Section 1 of the Initial Study.

## **4.8 COMMUNITY CHARACTER**

### **4.8.1 Setting**

Community character is largely defined by the types and proximity of different land uses and the compatibility of those uses. Community character is also defined by the physical character of a community - including topography and landscape, the overall layout of streets and buildings, and the design of buildings, public parks and public streets. Finally, community character is a product of the type, style, and scale of buildings within a community. In certain circumstances, historical context or past events also affect the character of a community. For purposes of this analysis the various components of community character are combined into the three broad categories listed below:

- Land Use Compatibility;
- Architectural Form and Style; and
- General Plan/Area Plan Conformance

### **Land Use Compatibility**

Today, Saticoy contains four basic land use types: commercial/retail, industrial, civic, and residential, the latter consisting of single-family residential and two-family residential (duplexes), as shown in Figure 1.2.15 of Appendix E, (Background Report). The Background Report contains a detailed assessment of land use within Saticoy, and additional land use information is available in the Project Description in the EIR. Existing land uses within the Saticoy Area Plan are described below:

- **Commercial/Retail:** Commercial use exists only in Old Town Saticoy and is centered on the intersections created by L.A. Avenue and Alelia Avenue (north/south roads) with Violeta Street and Azahar Street (east/west roads). The mix of existing businesses includes commercial uses – such as restaurants and small food markets – and light industrial uses – such as a print shop and an automobile parts business. Portions of the commercial area contain vacant land, and the commercial area lacks many businesses that would serve local residents, such as a drug store, hardware store, and laundromat.

Although the mix of businesses in Old Town Saticoy could potentially contribute to a vibrant and inviting commercial center, there are some existing incompatibilities that make this difficult. For example, Los Comales Restaurant is located next to Coast to Coast Garage Doors. The latter business grinds, welds, and conducts other noise-generating activities that could negatively affect the experience of eating in the restaurant’s outdoor patio. That being said, the Town Center location, near the busy SR 118 thoroughfare, offers advantages for service businesses like Coast to Coast Garage Doors. As documented during stakeholder interviews for the proposed project, a number of light industrial businesses currently located in the Town Center expressed an interest in relocating elsewhere in Saticoy if suitable space was available outside the commercial area. In addition, there are three single family houses in the heart of the Town Center, on the north side of Violeta Street between Wells Road and Los Angeles Avenue. Neither the residential nor the light industrial uses are consistent with existing land use regulations for the commercial area.

- **Industrial:** There are three primary locations zoned for industrial use in Saticoy. The smallest of the three is located in Old Town Saticoy, and this area is currently zoned M-2, which is generally considered appropriate for medium-intensity industrial development. Among other uses, this area contains the Saticoy Train Depot, RV storage, metal manufacturers, and auto repair shops. This industrial area is bordered to the east by agricultural land and to the north and south by residential land. The second industrial area is the South Industrial Section, which consists of both M-1 (light industrial) and M-2 (medium-impact industrial) zoning. The South Industrial Section is dominated by the Ventura County Public Works Yard, a large self-storage facility, and Rolls Scaffolding. There is also a 6-acre vacant parcel zoned M-2. Because the development in this section

is more recent, some portions of the South Industrial Section have continuous sidewalks and street trees. The West Industrial Section located west of SR 118 is the largest of the three industrial areas. It is predominantly zoned M-2, but has small non-contiguous parcels zoned M-3. Although medium to high-impact industrial uses are allowed in the West Industrial Section, much of the land is currently used for open storage. This area has no sidewalks, open ditch drains, and older industrial buildings built in the 1950s and 1960s. The South Industrial Section borders the Franklin Barranca, the West Industrial Section borders the Brown Barranca, and both industrial sections border the Santa Clara River.

Potential land use conflicts within the industrial areas are primarily located in Old Town Saticoy, where the adjacency of residential and medium-impact industrial use occurs on Azahar Street and Nardo Street. In addition, the City of Ventura is processing an application for a large residential development (approximately 200 homes) adjacent to the Brown Barranca and the West Industrial Section. If constructed, potential land use conflicts would be created between the newly built residential area in the City and existing industrial development in the County's West Industrial Area. The proximity of Saticoy's industrial areas to the two barrancas (storm-water facilities) and to the Santa Clara River is another potential land use conflict. Finally, an existing land use conflict occurs within the West Industrial Area, where a residential care facility is located between an auto repair shop and an industrial yard.

- Civic: A number of parcels within Saticoy are owned by public agencies (see Figure 1.2.18 of Appendix E). The County of Ventura owns the parcels occupied by Saticoy Park, the Community Center, the Public Works Yard and the Train Depot. The Ventura County Transportation Commission (VCTC) owns the property within the railroad right-of-way on both sides of the tracks, and (through the County's Public Works Agency) leases to various tenants that occupy the parcels abutting the railroad. Though not a public agency, Alta Mutual Water Company owns a small parcel in the West Industrial Section and a parcel in Old Town. The Old Town parcel contains a well and is a building on that site is the location of the Saticoy library, although the library will soon be moving to a more central location within the Town Center.
- Residential: The primary residential area is located north of the railroad tracks, and that area is characterized by one- and two-story residential structures used as one and two-family dwellings. The neighborhood also includes Saticoy Park, which contains athletic facilities and a Boys & Girls Club. This residential neighborhood is bordered by residential use to the north within the City of Ventura, by agricultural use to the east, by industrial use to the south, and by commercial use to the west. Incompatible land use adjacencies in this area are minimal, with the exception of the houses on the north side of Azahar Street, as these homes face medium-impact industrial development (M2) on the south side of Azahar. In addition, residential/agricultural use along the eastern border lacks the standard 150-foot (vegetated) or 300 foot (un-vegetated) buffer recommended for such adjacencies.

A smaller, relatively isolated residential area lies south of the railroad tracks. This residential area, located south of Nardo Street, includes older homes along Nardo Street and vacant, residentially zoned land south of Rosal Lane. This residential area lies between two industrially zoned areas. Potential land use conflicts in this area include medium-impact industrial to the north, agriculture to the east, and industrial to the south. Industrial and residential are considered incompatible uses, as it is difficult for adjacent industrial areas and residential areas to thrive when the characteristics associated with a thriving industrial area (24-hour noise, potential emissions, industrial aesthetics, and truck traffic) are inconsistent with the characteristics associated with a thriving residential area. Currently, the lack of compatibility affects both the residential and industrial uses. For example, during the public outreach process, local residents indicated that gang and drug problems were issues of concern in the isolated residential area south of Nardo Street.

Although vacant land along the southern border of Old Town Saticoy is currently zoned for residential use, this area is directly adjacent to the South Industrial Section, and building new residential development on this vacant land would potentially result in additional land use conflicts. Development issues associated with residential use on these parcels led to a Board pre-screening in 2010 for a GPA allowing industrial use on the vacant properties (see Project Description for more detail). Future anticipated development of industrial use on the vacant properties would continue to result in the “sandwiching” of residential use south of Nardo Street with incompatible industrial use.

Although both residential areas in Old Town Saticoy are currently zoned for one or two-family dwellings, a number of properties appear to be occupied by multiple families or by several generations living in the same household. A number of these dwellings are located on Nardo Street. Because the area is neither planned nor built for multi-family use, the proximity of one and two-family dwellings to dwellings occupied by multiple families may result in land use conflicts within the residential area.

### **Architectural Form and Style**

Old Town Saticoy is generally laid out in a basic rectilinear grid pattern, which dates back to the 1800’s, with pedestrian-scale blocks. However, general circulation and walkability within Old Town Saticoy is compromised by intermittent street closures, by the absence of sidewalks, and by a range of circulation barriers that inhibit efficient pedestrian and vehicular circulation. Saticoy’s commercial building stock consists mainly of simple, classically Californian “Main Street” building typologies characteristic of small, rural towns throughout the state. There are several notable historic structures in the commercial areas of Saticoy, including the Farmers and Merchants Bank (1911) and the Walnut Growers Association Warehouse (1919), which are designated County historic landmark buildings. Additional information about these and other historic commercial structures is available in the *Historic Survey and Context Statement for Saticoy*. (San Buenaventura Research Associates, 2014)

Many of the industrial buildings are older, small, single-story buildings and sheds. An exception is the newer buildings in the South industrial Section (e.g., Rolls Scaffolding, Saticoy Self-Storage, and County Public Works Yard). There are some larger industrial buildings in the West Industrial Section (e.g., E.J. Harrison yard and Standard Industries), which have been maintained and enlarged over time and are designed to accommodate large vehicles and equipment. Currently, the historic Saticoy Train Depot (1887) is located in an industrial zone, but the building's size and interior layout is not well suited to industrial use. Along with the two commercial structures discussed above, the Saticoy Train Depot is listed as an eligible County Historic Landmark.

The range of residential building types includes single-family and two-family "house-form" buildings and very few multi-family residential buildings. Several existing residential structures were identified as eligible historic structures. Some of these are located on Nardo Street, and several others are located throughout the larger residential area. The architectural form and design of these homes contributes to the character of the Saticoy community. However, as was previously discussed, the houses on Nardo Street are poorly located with respect to industrial development, and their existing and potential, long-term contribution to the character of the Saticoy community is compromised by the proximity of industrial development. Additional information about these eligible structures can be found in the *Historic Survey and Context Statement*.

Although the Saticoy community experienced significant physical and economic degradation over time, it is also considered a unique community within unincorporated Ventura County for several reasons. First, it has a long and rich history as a regional agricultural and railroad hub, and the development patterns that exist today still embody some of that history. Saticoy also has many resources - including its historic buildings, public services, compact layout, proximity to major transportation facilities, and a close-knit community with a strong sense of neighborhood identity.

#### **4.8.2 Impact Analysis**

According to the Ventura County Initial Study Assessment Guidelines (ISAG), potential impacts of development related to community character are governed by three basic principles including: 1) compatibility of adjacent uses, compatibility between existing use and General Plan/zoning; 2) architecture and design; and, 3) consistency with General Plan policies related to community character. In addition to the impacts identified in the ISAGs, impacts associated with this project can be further analyzed in terms of time. For example, there are impacts related to existing conditions, impacts associated with the transition of land uses over time, and finally, impacts related to the "end-state" community character contemplated by the project. Where applicable, each of these impacts are discussed within this section.

##### **Land Use Compatibility Impacts**

Potential impacts affecting land use compatibility fall into four categories: (1) compatibility between residential and industrial areas; (2) compatibility between industrial and sensitive

environmental areas; (3) compatibility between residential and adjacent agricultural areas; and (4) general issues related to the scale or intensity of development.

**Impact CC-1 Residential and Industrial Areas: Existing land use incompatibility issues resulting from the proximity of residential and industrial use in Old Town Saticoy will be reduced following project implementation. Impacts, including those related to the transition of land uses within the planning period, will be *less than significant*.**

The replacement of existing M2 (medium intensity industrial) zoning in Old Town Saticoy with a new zone called IND, a light industrial zone, will minimize potential land use incompatibilities between industrial and residential use. In Old Town Saticoy, the proposed project would replace all existing M2 zoned land with IND zoned land. In addition, the proposed Use Matrix for the IND zone (see Old Town Saticoy Development Code) eliminates industrial uses deemed incompatible with residential use from the list of allowable uses. The updated Area Plan also eliminates the possibility of building new residential development on land that directly adjoins industrial use, as most of the vacant parcels south of Rosal Lane would be rezoned from R-2 (residential) to IND (industrial). Finally, policies in the Area Plan, as well as standards in the Old Town Saticoy Development Code, are expected to minimize future incompatibilities by requiring that new development utilize site design (parking or landscape buffers) and operational characteristics to minimize impacts associated with incompatible residential/industrial use. At buildout, the project is expected to result in ***potentially beneficial impacts*** with respect to residential/industrial compatibility.

On an interim basis, however, the existing residential area south of Nardo Street, between Alelia Avenue and Campanula Avenue, could undergo land use change during the planning period. This area would be rezoned from residential to IND (light industrial). During the transition period from residential to industrial use, land use compatibility issues may arise. For example, if an existing residential unit is converted to a light Industrial use, such as a bicycle repair and rental shop, there would potentially be an increase in traffic, delivery trucks and noise over the current residential use. However, as the transition occurs on Nardo Street, all new industrial uses in the IND zone would be low-impact industrial use. In addition, these new uses would be subject to a discretionary review process that would require the application of new Area Plan policies as well as standards in the Development Code/Design Guidelines for Old Town Saticoy. Potential outcomes of a permitting process for new industrial use, for example, would include limited hours of operation, a wall that limits noise transmission, or a landscape buffer that limits visual impacts. Moreover, as previously stated, industrial uses that were judged incompatible with residential use were not included in the IND zone. Proposed policies and standards are therefore expected to minimize noise, visual, and other impacts during the transition from residential to industrial use. Potential land use conflicts will be evaluated and mitigated on a case-by-case basis, and environmental impacts are therefore expected to be ***less than significant*** during the planning period.

Since residential development does not exist outside of Old Town Saticoy, no other potential residential/industrial land use compatibility issues are expected for the West or South Industrial Sections. One potential exception is the City of Ventura's planned residential housing development (~ 200 homes, called "Northbank Ventures") just west of the Brown

Barranca and adjacent to the West Industrial Section. However, potential land use incompatibilities that arise from this development would not be due to the Area Plan update, as the project does not include a change to existing industrial use along the City/County boundary.

**Impact CC-2 Industrial Use and Sensitive Environmental Areas: No land use compatibility issues resulting from the proximity of industrial uses to sensitive environmental areas are anticipated. Moreover, project impacts are expected to either be *beneficial* or *less than significant*.**

- a. The existing and proposed Area Plan includes industrial land that abuts the Santa Clara River. With the exception of one land use change, described in the paragraph below, no land use change is proposed for industrial land that abuts the river. Moreover, the project includes no new development. However, the Area Plan would allow future development on industrially land that abuts the Santa Clara River, in particular a large vacant parcel of industrial land zoned M2 (medium impact industrial). However, on a case-by-case basis, future industrial development on land that abuts the Santa Clara River would be subject to a discretionary permit. During the permitting process, potential land use conflicts are expected to be minimized through site design or conditions of approval that render impacts *less than significant*.
- b. The Area Plan update includes a change to the Area Plan boundary that would remove two acres of vacant land that abuts the Santa Clara River. The parcel is split zoned with a two acre portion that is included within the Area Plan boundary. The two acres that are located within the Area Plan boundary is currently zoned M2 (medium-impact industrial), but the remainder of the parcel that is not included in the Area Plan is zoned Open Space-80 acres. The project would extend the existing OS-80 acre zoning to the entire parcel and remove the acreage from the Area Plan. As a result, new industrial use would not be developed on two (2) acres of vacant land that abuts the Santa Clara River. The proposed change from M2 to OS-80 would reduce potential environmental impacts when compared to the existing Area Plan and is therefore expected to result in a *beneficial impact*.
- c. Proposed Area Plan policies require the development of a landscape buffer between the West Industrial Area and the Brown Barranca. Area Plan policies would also require the development of a landscape buffer between industrial development in the South Industrial Area and the Franklin Barranca. A landscape buffer would reduce land use incompatibility due to the proximity of industrial use to sensitive environmental resources, and the project would therefore result in a *beneficial impact* when compared to the existing Area Plan.

**Impact CC-3 Residential Use and Adjacent Agriculture: No project-related land use compatibility issues resulting from the proximity of residential use to adjacent agricultural land are anticipated. Therefore, project impacts will be *less than significant*.**

The Area Plan update does not result in additional land use compatibility issues between existing residential land and adjacent agricultural lands than exist today. As noted above, existing residential structures are currently located inside the recommended buffer between



residential and agricultural use (i.e., 150' vegetated, 300' non-vegetated). Should future changes to residential development occur at the eastern edge of the existing residential neighborhood (i.e. the area zoned Residential (RES)), the County's buffer requirements would be applied during a discretionary review process. New residential development sites that are large enough to accommodate triplexes and quadplexes (i.e., 7500 and 8000 SF respectively) would be required to locate dwellings outside the required buffer zone, and existing lots that meet the 7500 or 8000 SF standard are large enough to accommodate the agricultural buffer requirement. Therefore, project-related land use compatibility issues resulting from the proximity of residential use to adjacent agricultural land will be *less than significant*.

**Impact CC-4 Potential land use incompatibilities that may result from a change in the scale or intensity of development allowed by the proposed project will be *less than significant*.**

Although approval of the Area Plan update will not result in direct physical changes to the environment, the project does involve the re-designation of certain parcels that would allow increased residential density and provide new opportunities for mixed use (i.e. residential/commercial areas, such as live/work units) in the TC and R/MU zones. The project would also expand areas planned for heavy industrial use in the West Industrial Section.

The level of increased development capacity for residential use is minimal when compared to the development capacity already allowed by the existing Area Plan (See Section 5.0 Alternatives, No Project). In addition, the incremental increase in density and scale will not be substantial:

- In the RES zone, new triplex and fourplex units would be allowed in an area currently limited to duplex units. However, the proposed increase in density is minimal, and the amount of land converted to new triplex and quadplex development will be limited by minimum lot size requirements for triplex (7500 SF) and fourplex (8000 SF) units and by height/story limits in the Development Code.
- Added residential capacity in the Town Center is expected to be limited by parking requirements, height/number of story limits, and by a requirement that residential units be limited to second floor units.
- The scale of residential development in the newly-created R/MU zone (i.e., a maximum 20 dwelling units/acre), will be limited by the relatively modest amount of land zoned R/MU, by a requirement for ground-floor commercial at prominent corners, and by constraints related to existing parcel sizes and development patterns.

Residential development could be further limited by water resource and water policy constraints.

In the West Industrial Section, the additional land zoned M3 may result in higher intensity industrial development. As this occurs, new uses will be consistent with adjacent uses, zoning, and the General Plan. New development will be required to obtain discretionary permit

approvals and comply with the required development standards in the NCZO as well as other County codes. In general, this will result in developments that do not represent significant changes in the existing industrial character and scale of this area, but rather a logical re-organization of the M2 and M3 zones. Therefore, potential land use incompatibilities that may result from a change in the scale or intensity of development allowed by the proposed Area Plan will be *less than significant*.

### **Architectural Form and Style Impacts**

Potential impacts affecting architecture and design fall into three categories: historic character; architecture; and public spaces.

**Impact CC-5 The project is expected to result in improvements to the overall historic character of the Saticoy community and impacts will be *less than significant*.**

Numerous elements of the proposed project are expected to result in improvements to the historic character of Saticoy during the planning period. They include the following.

- The historic layout of Old Town Saticoy will be maintained. The basic street network would be retained and enhanced by implementation of the Mobility Element, which includes a map of local roads. The historic land use pattern is largely maintained, in particular within the historic commercial center, where both land use and mobility requirements are expected to retain the small-scale, historic character of Saticoy and enhance the community's "main street", which is Los Angeles Avenue.
- The project includes a Historic Survey for all parcels within the community. As a result, eligible Landmarks and Sites of Merit were identified. These sites will be placed in the County's project tracking system and future demolition and development will be subject to review by the County's Cultural Heritage Board. Also, discretionary development will consider historic resources, and environmental review requirements for many of the sites would constrain development that impacts the historic resource.
- New Programs in the Area Plan are expected to result in a newly-designated Landmark status for the Saticoy Depot and up to 17 new Sites of Merit in Saticoy. In addition, a proposed Program would direct the Planning Division to see grant funding to help restore a site considered eligible for national landmark status, the Saticoy Train Depot.
- Land use proposals would help preserve or enhance three (3) eligible Landmarks and seventeen (17) eligible Sites of Merit (about 80 percent). Land use designations would change from industrial to commercial for two (2) Landmark Sites to provide an economic incentive to preserve and restore them. The underlying land use for a large number of eligible Sites of Merit (12 of the 21 sites) would not change, and those structures would be expected to remain throughout the planning period. Within the proposed R/MU zone, five (5) eligible Sites of Merit could be retained or adaptively reused. Within the IND zone, demolition could occur for four (4) eligible Sites of Merit, but one (1) of those sites could be adaptively reused as offices. The potential loss of structures within the IND zone is not expected to result in a significant impact to community character, as that area is currently degraded by adjacent industrial use.

Moreover, the overall impact to historic character is expected to be less than significant due to changes in land use.

- The Old Town Development Code and Design Guidelines will require that future development be consistent in scale and character with historic properties.

Therefore, the proposed Area Plan is expected to result in improvements to the overall historic character of the Saticoy community and impacts will be *less than significant*.

**Impact CC-6 The project is expected to result in improvements to the overall architectural character of the Saticoy community and impacts to community character are expected to be a) *beneficial* in Old Town Saticoy and b) *less than significant* elsewhere within the community.**

The Old Town Saticoy Development Code, which is called a “form based code”, as well as the Old Town Saticoy Design Guidelines, provide customized zoning and design guidelines intended to preserve and enhance the small-town character of Saticoy. Within Old Town Saticoy, these project components are expected to result in improvements to the architectural quality of residential, commercial, and industrial development over the planning period and impacts to community character would therefore be *beneficial*. No changes are proposed to existing zoning requirements within the South Industrial Area or West Industrial Area, and potential impacts outside of Old Town Saticoy are therefore expected to be *less than significant*.

**Impact CC-7 The project is expected to improve the quality of public spaces over the planning period. Impacts to community character associated with public spaces are expected to be *beneficial*.**

The Area Plan includes new street classifications as well as design guidelines for streets throughout the Saticoy community. Within Old Town Saticoy, the street classifications call for sidewalks, street trees, lighting, benches and other amenities. In addition, new potential locations for public parks are identified within the Area Plan, including small pocket parks and plazas, and the Old Town Saticoy Development Code and Design Guidelines provide the first park standards in Ventura County. Finally, the project includes a new, landscaped pedestrian walkway over the Saticoy Drain, which if implemented would help improve the quality of public spaces within the community. Other planned improvements that focus on public spaces include the following:

- A proposed program could result in the restoration of the Saticoy Depot, and the County-owned property could become a future public space within the Saticoy community;
- With the project as a catalyst, the Saticoy Library is already slated to relocate from its location at the end of Violeta Street to an updated commercial space on L.A. Avenue;
- Three new, planned road connections to the City of Ventura (LA Avenue, Telephone Road extension, Nardo St. extension) would provide new connections to surrounding parks, schools, and residential areas. Overall, this is expected to improve the character of the Saticoy community.

- The Mobility Map includes new public amenities in the form of bicycle trails, some of which are located along existing (or potential) natural features, such as the Santa Clara River and the Brown Barranca.

The project components described above are expected to result in improvements to the quantity and quality of public spaces within the Saticoy community, and potential impacts are therefore expected to be *beneficial* over the planning period.

#### **General Plan Consistency.**

In keeping with the format of this EIR, the General Plan consistency analysis is provided in Section 4.8.4.

### **4.8.3 Mitigation Measures and Residual Impacts**

Because no significant impacts to community character were identified, mitigation measures are not required. However, the impacts discussion above includes reference to many measures expected to improve the community character of Saticoy or to minimize potential impacts to a less than significant level. These measures generally fall into one or more the following categories:

- Zoning and land uses that are designed to achieve compatibility over time.
- Visual Screening: Goals and policies are expected to improve the aesthetics and visual character of Saticoy by requiring landscaping or other types of visual screening around the West Industrial Area, the South Industrial Area, and between industrial and residential uses.
- Natural features added to Franklin & Brown Barrancas: Area Plan policies, when implemented through public projects, could result in improvements to the Franklin and Brown Barrancas that would incorporate natural rather than engineered features into the design of these watercourses.
- Public rights-of-way: A set of modified Road Classifications and Design Guidelines for the public road network are expected to result in aesthetic and pedestrian improvements to the public transportation network including new sidewalks, street lighting, and street trees.
- Design Guidelines and a Development Code for Old Town Saticoy: This component of the project is expected to improve the architectural and design character of residential, commercial, and industrial development in Old Town Saticoy. In particular, the Development Code is expected to enhance community character through a coherent set of development standards, including “form-based standards”, that will help ensure that the historic, small-town character of Old Town Saticoy is maintained and enhanced through development within the planning period. These two components will affect the location, height, scale, form, and articulation of buildings throughout Old Town Saticoy. In particular, the Development Code will help ensure that where mixed uses are developed, buildings used for different uses are compatible in scale, design, and character.
- Historic Survey: The historic survey conducted for the project is intended to increase the probability that three structures eligible for the National Register of Historic Places will be preserved and reused for future commercial purposes. That same survey is also expected to increase the probability that 17 of 21 sites listed as eligible Sites of Merit will be preserved and reused for future residential or commercial purposes. Finally,

proposed Area Plan policies would ensure that modifications to those structures are consistent with federal Secretary of Interior (SOI) standards.

- **Discretionary Development:** New development will be reviewed on a case-by-case basis through the discretionary development review process. Discretionary projects, which include Conditional Use Permits, Subdivision Maps, and Planned Development Permits, must adhere to General Plan and Area Plan policies. Discretionary development in Old Town Saticoy will also be required to conform to standards in the Old Town Saticoy Development Code and to guidelines in the Old Town Saticoy Design Guidelines.

#### **4.8.4 General Plan Consistency**

The countywide General Plan contains a limited number of goals and policies related to community character because it is oriented toward the greater Ventura County unincorporated areas. The General Plan contains many policies that target resource and environmental protection and the provision of services where needed. Goals and policies related to community character for individual urbanized areas are generally provided in the Area Plans, such as the Saticoy Area Plan.

New goals, polices, development standards and design guidelines that address community character-related issues are included in the draft Saticoy Area Plan update. The relevant goals and policies are as follows:

##### **Land Use Goal #1**

A safe, healthy and sustainable community.

##### **Policy LU-1.3**

As set forth in the Old Town Saticoy Development Code, all discretionary development within Old Town shall be designed to help reduce the incidence and fear of crime through one or more of the following environmental design strategies:

- Natural surveillance (e.g., windows facing the street, front porches, etc.);
- Access control (e.g., locate building or facility entrances where they are easily visible from a public street);
- Mixed-uses that span daytime and evening hours (e.g., mixture of commercial and residential use); and
- Lighting (e.g., street lights, porch lights).

##### **Land Use Goal #2**

A well-designed, economically vital, and pedestrian-oriented commercial district that retains the historic character of Old Town Saticoy while meeting the daily shopping and service needs of Saticoy residents and visitors.

##### **Policies**

**LU-2.1** East of State Route 118 (SR 118), all development within areas zoned Town Center shall provide commercial use at the ground floor with direct pedestrian access from Los Angeles Avenue (L.A. Avenue), Violeta Street and Azahar Street.

- LU-2.2 Commercial use is the principal use in the Town Center and residential use may be permitted within the Town Center as a secondary use.
- LU-2.3 In order to maximize the intensity of development within the Town Center, joint parking use agreements between property owners are encouraged. ~~to meet parking requirements.~~
- LU-2.4 Retain and enhance the Farmers and Merchants Bank, the Saticoy Walnut Growers Association Warehouse, and the Saticoy Southern Pacific Depot through the adaptive reuse of these historic structures.
- LU-2.5 New development at the north and south entrances to the commercial town center at Telephone Road / SR 118 and at L.A. Avenue / SR 118 shall serve as gateway sites to Old Town Saticoy. New development at these locations shall incorporate the signage and landscape features identified in Section H.5.c. ~~Appendix B of Chapter VII, Old Town Saticoy Development Code.~~

### **Land Use Goal #3**

Well-designed residential areas within Old Town Saticoy provide a diversity of housing types that include a range of options for ownership, size, design, and affordability.

#### **Policies**

- LU-3.1 Residential development within the R/MU zone that includes 20 or more units shall include outdoor shared common recreation space. Uses considered as common recreation space may include parks, common gardens, picnic/BBQ areas, and playgrounds.
- LU-3.2 Discretionary residential development within the R/MU zone that is adjacent to the railroad or industrial land uses shall be designed to mitigate the noise and vibration generated by these industrial uses and prevent residents from accessing the railroad tracks.
- LU-3.3 Potential use conflicts between industrial and residential use in Old Town Saticoy, shall be minimized through temporary or permanent methods such as building enclosures, building location and orientation, noise walls ~~or~~ and landscape buffers, ~~site and building design techniques.~~

### **Land Use Goal #5**

Parks and community facilities are sized and located to provide adequate services, recreation, and social opportunities for Saticoy residents.

#### **Policies**

- LU-5.1 New or expanded community facilities should be located within, or in close proximity to, the Town Center in a manner that provides safe, easy access for pedestrians, bicycles, transit users, and vehicles.
- LU-5.2 In order to maintain and expand Saticoy's park and community facilities the County should utilize public-private partnerships that result in the development and maintenance of park and community facilities. Partnerships may include payment of

an in-lieu fee to an established program created to provide park facilities within Saticoy.

- LU-5.3** Public amenities such as pocket parks or landscaped plazas shall be integrated into large-scale commercial developments<sup>17</sup> within the Town Center zone. As an alternative to such on-site amenities, large-scale commercial developments may pay an in-lieu fee to an established program created to provide park facilities within Saticoy.
- LU-5.4** Community facilities should incorporate outdoor areas with benches, trees and other amenities or, when feasible, provide indoor amenities that allow for small social and civic gatherings.

### **Resource Goal #3**

While continuing to serve as flood control facilities, the Brown and Franklin Barrancas are transformed into creeks with natural ecosystem functions and values.

#### **Policies**

- RES-3.1** With the exception of non-native invasive plant species, vegetation in flood control channels shall remain undisturbed to the maximum extent feasible, consistent with flood control requirements. Any removal of non-native invasive plant species, when conducted in accordance with applicable Watershed Protection District permits, shall be done in a manner that maintains and enhances the natural ecosystem functions and values.
- RES-3.2** Alterations to the Brown or Franklin Barrancas shall utilize natural rather than man-made materials (e.g. earth berms, rocks, plants native to the Santa Clara River watershed) whenever feasible.

### **Resource Goal #4**

Visual impacts created by industrial development are minimized within public viewsheds that include State Route 118, the Brown and Franklin Barrancas, the Santa Clara River, and public roads or parks within Old Town Saticoy.

#### **Policies**

- RES-4.1** Landscape buffers or other appropriate visual screening shall be required for all discretionary industrial development that borders SR 118, the Santa Clara River, the Brown Barranca, or the Franklin Barranca. When customary visual screening techniques, such as those listed in RES 4.2, fail to provide full visual screening for industrial properties visible from the Santa Clara River Bridge due to grade differences, the Planning Director may modify visual screening requirements to address grade differences.
- RES-4.2** When open storage on commercial or industrial properties is visible from public streets or parks within Old Town Saticoy, such areas shall be screened from public

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<sup>17</sup> For the purpose of this policy, large scale developments shall be defined as those that occupy at least 1 acre of land.

view by the use of enclosed structures, fences, walls, vegetated berms or landscaping. (See LU-3.3)

**RES-4.3** Lighting for discretionary development shall be designed to avoid off-site glare, including glare that may impact drivers along SR 118.

**RES-4.4** Off-site advertising signs, such as billboards, shall be prohibited within the viewshed of SR 118.

### **Resource Goal #5**

Development within Old Town Saticoy is visually pleasing and exemplifies the community's small town character.

### **Policies**

**RES-5.1** Discretionary development in Old Town Saticoy shall be consistent with the applicable Old Town Saticoy Development Code and Old Town Saticoy Design Guidelines.

Overall, the listed goals and policies will serve to create a more vibrant, compact and livable community in Saticoy. The proposed goals and policies apply to urban development within the Saticoy Area Plan boundary, which is consistent with the policies of the General Plan and Guidelines for Orderly Development that direct urban development to occur within the urban and urban reserve boundaries.

## **4.9 TRANSPORTATION AND CIRCULATION**

This section includes an analysis of the traffic impacts associated with the Saticoy Area Plan. The scope and format for this study was developed using the *County of Ventura Initial Study Assessment Guidelines* (April 2011). Within the Transportation and Circulation analysis, estimates are provided of the change in travel patterns associated with full buildout of the proposed project and its mobility element, and locations are identified that would potentially be affected by traffic impacts during the planning period (2015-2035). Throughout the analysis, potential traffic impacts generated within the Saticoy Area Plan boundary are viewed in a cumulative context that includes traffic generated region-wide and within the City of Ventura.

### **4.9.1 Setting**

In general, the study area is bound by the City of Ventura (City) on the north, on the east by the Franklin Barranca and adjacent agricultural land, on the south by the Santa Clara River, on the west by the Brown Barranca. Figure 4.9-1 identifies the general study area and facilities.

The Saticoy Area Plan is generally bound by the City of Ventura (City) on the north, by the Franklin Barranca and adjacent agricultural land on the east, by the Santa Clara River on the south, and by the Brown Barranca on the west. However, in order to appropriately evaluate potential impacts outside the Area Plan boundary, the project study area was expanded to include areas outside the Area Plan boundary, including areas within the City of Ventura. Figure 4.9-1 identifies the entire project study area and its transportation facilities. Unless



noted otherwise, all intersections and road segments listed below are located within the unincorporated County.

**Intersections.** The Traffic Impact Analysis includes an analysis of five (5) intersections in the project study area. These intersections all occur along State Route 118 (SR 118), which bisects the Saticoy community, and are as follows:

1. Wells Road (SR 118) & Darling Road (City of Ventura)
2. Wells Road (SR 118) & Telephone Road/Aster Street (City/County Boundary)
3. Wells Road (SR 118) & Violeta Street
4. Wells Road (SR 118) & Nardo Street
5. Wells Road (SR 118) & County Drive

**Roadway Segments.** The Traffic Impact Analysis also includes an analysis of twelve (12) roadway segments in the project study area. These segments are as follows:

State Route 118 (SR 118/Wells Road/Los Angeles Avenue):

1. Darling Road to Telephone Road (City of Ventura)
2. Violeta Street to Nardo Street
3. County Drive to Vineyard Avenue

Los Angeles Avenue:

4. Aster Street to Violeta Street

Lirio Avenue:

5. Nardo Street to Jacinto Way

County Drive:

6. Wells Road (SR 118) to Rosal Lane

Telephone Road:

7. Saticoy Avenue to Wells Road (SR 118)

Azahar Street:

8. Alelia Avenue to Campanula Avenue

Nardo Street:

9. Lirio Avenue to Wells Road (SR 118)

Rosal Lane:

10. Alelia Avenue to Amapola Avenue

Snapdragon Street:

11. Los Angeles Avenue to Jonquil Avenue (City of Ventura)

Aster Street:

12. Wells Road (SR 118) to Los Angeles Avenue

#### 4.9.1.1 Methodology

A transportation impact assessment was prepared to analyze the potential impacts of the Saticoy Area Plan on traffic and circulation in the project area. In addition, a *Mobility Technical Report for the Saticoy Area Plan* (Mobility Report) (Fehr and Peers, Inc. February 2014) was prepared that documents the assumptions, methodologies and findings for the Area Plan update (see Appendix D.2).

Traffic conditions are analyzed in this section for the following four scenarios:

- **Scenario 1: Existing Conditions (2014)**
  - Represents existing land use, roadway, and parking conditions
- **Scenario 2: Existing Plus Project Conditions (2035)**
  - Represents full project conditions including:
    - a. Changes to vehicular (road) network, including parking conditions
    - b. Changes to multi-modal network (additional bicycle, pedestrian, and transit facilities)
    - c. Changes to land use patterns
- **Scenario 3: Cumulative No Project Conditions (2035)**
  - Represents growth in cumulative traffic due to:
    - a. Expected regional growth (1 percent annually)
    - b. Cumulative projects list (City of Ventura)
    - c. Expected changes to regional road network
- **Scenario 4: Cumulative Plus Project Conditions (2035)**
  - Represents a combination of Scenarios 2 and 3, or Existing with Project Conditions (full buildout in 2035) plus Cumulative Conditions (2035), including:
    - a. Changes to mobility network (vehicular, multi-modal) within Saticoy Area Plan
    - b. Changes to land use patterns within Saticoy Area Plan
    - c. Cumulative traffic (regional growth, cumulative projects list)
    - d. Expected changes to regional road network

**Figure 4.9-1 Project Study Area**



Figure 4.9-1  
Study Area

The information below provides explanations for the methodologies used to analyze traffic impacts associated with the Saticoy Area Plan: (1) existing traffic, (2) intersection methodology, (3) roadway segment methodology, and (4) forecast methodology.

**Existing Traffic:** Traffic counts were collected on September 11, 2014. Count sheets are provided in Appendix A of the Mobility Report. Intersection counts were collected during the morning (7:00-9:00 AM) and afternoon (4:00-6:00 PM) peak hours, and roadway segment counts were collected from midnight to midnight (24 hours). Counts were collected once local schools were in session. Roadway segment counts were classified by vehicular type for roadway segments to account for traffic volumes. Passenger Car Equivalent (PCE) factors of 1.0, 1.5, and 2.0 were used for passenger vehicles, bobtail trucks and buses, and heavy trucks, to account for the influence of heavy vehicles in the traffic stream. This is consistent with the *Highway Capacity Manual*, 2000 Edition (HCM 2000) (Transportation Research Board, 2000), which identifies a 2.0 passenger car unit equivalent for heavy trucks to account for the additional space occupied by these vehicles and the difference in operating capabilities compared with passenger cars.

**Intersection Methodology.** To develop an understanding of the existing traffic conditions at the study intersections, a level of service (LOS) analysis was conducted using the traffic volumes and intersection survey data. LOS is a measure used to describe the condition of traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. Based on the County of Ventura’s guidelines, the Intersection Capacity Utilization (ICU) method was used to determine the intersection volume-to-capacity (V/C) ratio and corresponding LOS for the two signalized study intersections. For the side-street stop-controlled intersections, the HCM 2000 methodology was applied. This methodology estimates for control delays for each turning movement and identifies the delay for the longest delayed approach. For both methodologies, after the quantitative V/C or delay estimates are complete, the methodology assigns a qualitative letter grade that represents the operations of the intersection. For unsignalized intersections, a signal warrant analysis following the Manual on Uniform Traffic Control Devices (MUTCD) was applied.

The ranges of V/C ratios or delay values and corresponding LOS for signalized and unsignalized intersections are included in Tables 4.9-1 and 4.9-2.

**Table 4.9-1 Level of Service Definitions for Signalized Intersections (ICU Methodology)**

Level of Service	Volume/Capacity (V/C) Ratio	Definition
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	>0.600 - 0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	>0.700 - 0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.

Level of Service	Volume/Capacity (V/C) Ratio	Definition
D	>0.800 - 0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	>0.900 - 1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	>1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Table Source: *Highway Capacity Manual*, Special Report 209, Transportation Research Board, 1994

**Table 4.9-2 Level of Service Definitions for Unsignalized Intersections (HCM Methodology)**

Level of Service	Unsignalized Intersections (Controlled Approach Vehicle Delay)	Definition
A	≤10.0	Represents free flow. Individual users are virtually unaffected by others in the traffic stream.
B	10.1 - 15.0	Stable flow, but the presence of other users in the traffic stream begins to be noticeable.
C	15.1-25.0	Stable flow, but the operation of individual users becomes significantly affected by interactions with others in the traffic stream.
D	25.1-35.0	Represents high-density, but stable flow.
E	35.1-50.0	Represents operating conditions at or near the capacity level.
F	>50.0	Represents forced or breakdown flow.

Table Source: *Highway Capacity Manual* (Transportation Research Board 2000).

**Roadway Segment Methodology.** The LOS for roadway segments under existing traffic conditions was conducted using the traffic volumes and roadway segment data. The County of Ventura has developed a set of roadway capacities (based on Average Daily Traffic, or ADT) for each type of road classification. The County defines a Class I facility as “rural 2-lane or multi-lane roads of essentially level terrain, where the road section has been improved to meet current road standard criteria.”<sup>18</sup> Class II facilities are 2-lane roads that do not meet current road criteria but are generally level or slightly rolling terrain, whereas Class III are 2-lane roads that do not meet current road criteria and are on mountainous terrain or sharply curving in alignment. The roadway capacity for each type of roadway segment is provided in

<sup>18</sup> County of Ventura (2005). Final Subsequent Environmental Impact Report for Focused General Plan Update. pp 101.

Table 4.9-3 below. When evaluating the ADT for road segments, the information in Table 4.9-3 was used in conjunction with LOS standards established by the Ventura County General Plan and Initial Study Assessment Guidelines. The County’s LOS standards are described in Section 4.9.1.2 “Local Requirements”.

**Table 4.9-3 ADT LOS Thresholds for County Roads**

Level of Service	Class I			Class II	Class III
	2 lanes	4 lanes	6 lanes		
A	2,400	19,000	29,000	1,500	300
B	5,600	28,000	42,000	3,900	2,000
C	10,000	38,000	57,000	7,000	3,300
D	16,000	47,000	70,000	11,000	5,900
E	27,000	58,000	87,000	21,000	16,000

Table Source: *Ventura County Public Works Agency, 1994*

**Forecast Methodology.** Forecast methodologies for the project are described in detail below.

**a. Project Forecasts**

The development of Project trip estimates for the Saticoy Area plan were estimated using a three-step process: trip generation, trip distribution, and traffic assignment.

**(1) Trip Generation**

Trip generation for the proposed project was developed by applying the MXD+ Platform to inform the number of trips generated by the proposed land use. The overall project yields are based on the land use changes shown in Table 4.9-4.

**Table 4.9-4 Change to Area Land Use**

Land Use	Increase/Decrease (Units/KSF)	Totals (Units/KSF)
Single Family Residential	-23	110 units
Multi-Family Residential	133	
Convalescent Housing	-10	-10 beds
Office	168.777	168.777 ksf
Shopping Center	-17.256	144.615 ksf
Specialty Retail	117.952	
Restaurant	45.068	
Fast Food	-1.149	
Light Industrial	604.886	1,497.281 ksf
Medium Industrial	350.161	
Heavy Industrial	542.234	

Source: County of Ventura, 2015.

The study area was divided into 36 traffic analysis zones, based on the roadway network and loading patterns. For each traffic analysis zone, the trip generation was calculated based on the change to the zone's land use, and additional mixed-use interactions between the proposed land uses.

Trip generation estimates were first calculated using rates from the *Trip Generation Manual*, 9<sup>th</sup> Edition (Institute of Transportation Engineers [ITE], 2009). The *Trip Generation Manual* is a nationally recognized standard, but rates in the manual are developed from single-use locations – for example, a standalone retail store. As a result, applying rates from the *Trip Generation Manual* directly to mixed-use developments (MXDs) has resulted in overestimations of peak traffic generation by an average of 35%.<sup>19</sup> Under such conditions, the ITE *Trip Generation Manual* recommends application of trip generation adjustments that reflect the non-motorized trip interaction for users in the area; for example, residents walking to retail outlets within Old Town Saticoy.

The MXD+ toolkit was applied to inform the expected percentage of vehicular trip reduction for the project. MXD+ was developed by Fehr & Peers for the US EPA, and is being continuously refined by Fehr & Peers to increase the accuracy of mixed-use project trip generation. During the development and validation of the MXD+ tool, the toolkit was refined to explain 97% of the variation in trip generation in over 200 validation sites, which include mixed-use developments in six metropolitan regions (Boston, Atlanta, Houston, San Diego, Seattle, and Sacramento). Hierarchical Linear Modeling (HLM) techniques were used to quantify relationships between characteristics of the MXD and the likelihood that trips generated by those MXDs will stay within the area and/or use modes of transportation other than the private vehicle. Variables that are included in estimating reductions per the MXD include:

- Employment
- (Population + Employment) per square mile
- Land Area
- Total Jobs/Population Diversity
- Retail Jobs/Population Diversity
- # of intersections per square mile
- Employment within a mile
- Employment within a 30-minute trip by transit
- Average Household Size
- Vehicles owned per capita

The aforementioned data was collected for the site and adjacent area from the project description, 2010 U.S. Census, Gold Coast Transit, and American Household Survey. For the Saticoy Area Plan, MXD+ informed a trip reduction of 11% for daily traffic, 10% for AM peak hour traffic, and 19% for PM peak hour traffic compared to ITE trip generation estimates. These reductions were then applied to the trip generation for each zone.

To account for the interactions of the existing uses with the new mixed use development, such as the availability for a current resident to be able to walk to more retail outlets, an additional adjustment was applied. First, the trip generation rates from ITE *Trip Generation*

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<sup>19</sup> Walters, J., B. Bochner, and R. Ewing (2013). *The Elements of Mixed-Use Development that Reduce Traffic Generation and related Environmental, Social, and Economic Costs*. Planning Advisory Service Memo – American Planning Association.

*Manual*, 9<sup>th</sup> Edition, were applied to the existing land use and the total land use. Trip generation for uses that were non-changed (i.e., the existing single family residences remaining as-is) were then adjusted to account for additional interactions between these land uses and the new land uses in the area.

Finally, PCE factors of 2.0 were applied to the industrial land uses, since most vehicles accessing these sights are anticipated to be trucks. Trip generation tables for each traffic zone are provided in Appendix B of the Mobility Report.

## **(2) Trip Distribution**

The geographic distribution of trips generated by the Area Plan is dependent on characteristics of the street system serving the area, the level of accessibility of routes to and from the project area, destinations and attractions both inside and outside the project area, and mobility changes in the project area. Forecast trip distribution is therefore dependent upon the construction of new roadway segments shown on the Mobility Map for the Saticoy Area Plan, which include the extension of L.A. Avenue and Nardo Street into the City of Ventura. A select zone analysis was conducted for the Saticoy area from the Southern California Association of Governments (SCAG) Model (Year 2035) to inform the general regional distribution pattern. Journey to Work Census data (2009-2013) was also reviewed to identify locations of employers and employee housing. The SCAG Model is the travel demand forecasting model developed by SCAG, the Metropolitan Planning Organization (MPO) for Ventura County. The model contains population and socioeconomic data for its base year (2012) and buildout year (2035), and forecasts traffic on modeled roadways for both years.

The generalized distribution pattern for the area is illustrated in Figure 4.9-2.

## **(3) Trip Assignment**

Traffic generated by the area plan was assigned to the street network using the distribution pattern shown on Figure 4.9-2. Trip Assignment was informed by the direct paths between a zone and its ultimate destination. For example, a trip beginning in the project and terminating outside of the study area would likely travel along Wells Road (SR 118), whereas a project originating and terminating within the eastern section of Saticoy would use internal roadways such as Azahar Street, Campanula Avenue, and Alelia Avenue. Appendix C provides the assignment of the proposed project-generated peak hour traffic volumes at the analyzed intersections during the AM and PM peak hours, and roadway segments.

### **b. Future Year No Project Forecasts**

#### **(1) Roadway Improvement**

There are no funded and prioritized roadway improvements along the study facilities. As such, no changes to roadway geometries were assumed for the future year. Although the EIR prepared for the Ventura County General Plan includes a discussion of widening of SR 118 from four to six lanes,<sup>20</sup> the County's regional roadway map classifies SR 118 as a four-lane road. Moreover, widening SR 118 to six lanes is not listed as a prioritized project in the Ventura County Congestion Management Plan (CMP) or SCAG Regional Transportation Plan

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<sup>20</sup> County of Ventura (2005). *Subsequent Environmental Impact Report for Focused General Plan Update and Related Amendments to the Non-Coastal Zoning Ordinance and Zone Chang eZN05-0008.*



(RTP) and funding has not been finalized for this project. As such, widening SR 118 to six lanes was not included in the baseline assumptions for the analysis.

**(2) Background or Ambient Growth**

Fehr & Peers developed forecasts for future growth in the project study area based on growth rates prescribed in the Ventura County Traffic Study Guidelines, projections from the City of Ventura General Plan Travel Demand Forecasting Model and the SCAG Model, and projections from adjacent development projects. Forecasts were used to determine growth in the study area under the buildout year (2035). Growth was applied to existing traffic counts to develop forecasts for Year 2035. A growth rate of 1% per year was applied to the existing traffic counts to account for cumulative changes due to ambient (i.e. regional) growth.

**(3) Cumulative Project Trip Generation and Assignment**

Future base traffic forecasts include the effects of specific projects, called related projects, expected to be implemented in the vicinity of the proposed Project Site prior to the buildout date of the proposed Project (2035). The list of related projects was prepared in consultation with County staff, with data gathered from the City of Ventura's Approved and Pending Projects list (November 2014). A total of eight cumulative projects were identified in the study area; these projects are listed in Table 4.9-5 and illustrated in Figure 4.9-3.

**Trip Generation.** Trip generation estimates for the cumulative projects were calculated using a combination of previous study findings, publicly available environmental documentation, and trip generation rates contained in the *Trip Generation Manual*, 9th Edition. Table 4.9-5 presents the resulting trip generation estimates for these related projects. These projects are conservative in that they do not in every case account for either the existing uses to be removed or adjustments related to the use of non-motorized travel modes (transit, walking, etc.).

**Figure 4.9-2 Generalized Trip Distribution (2035)**



Figure 4.9-2  
Trip Distribution

**Figure 4.9-3 Cumulative Development Projects**



Figure 4.9-3  
Cumulative Development Projects

**Table 4.9-5 Cumulative Development Projects**

Project	Land Use	AM Trips	PM Trips	Total Daily Trips
1. Jen Ven Specific Plan - SEC Wells/Darling	51 Condominium Units	22	27	296
2. Darling Apartments	45 Apartments 2.1 ksf retail	23	28	299
3. Parklands Project	173 Apartments 216 Single Family Homes 110 Townhouses	298	380	3,845
4. Hansen Trust Specific Plan	131 Single Family Homes 34 Condominium Units 24 Apartments	125	164	1,605
5. Citrus Place	59 Single Family Homes 60 Townhouses	70	90	911
6. Northbank Project	117 Single Family Homes 31 Triplex/Quadplex 50 Apartments	127	166	1,630
7. Watt Communities	91 Single Family Homes	68	91	433
8. Village Residential	50 Single Family Homes	38	50	476

Table Source: City of Ventura, Approved and Pending Projects List, November 2014. Available at: <http://www.cityofventura.net/cd/planning/pendingprojects>; accessed November 2014.

**Trip Distribution.** The geographic distribution of the traffic generated by the related projects is dependent on several factors. These factors include the type and density of the proposed land uses, the geographic distribution of population from which employees and potential patrons of proposed commercial developments may be drawn, the locations of employment and commercial centers to which residents of residential projects may be drawn, and the location of the projects in relation to the surrounding street system. Additionally, if the traffic study or environmental document for a related project was available, the trip distribution for the study was used. For example, traffic volumes for the Northbank Project were applied based on data provided in the *Northbank Housing Project Traffic and Circulation Study* (Associated Transportation Engineers (ATE), 2013).

**Trip Assignment.** Using the estimated trip generation and trip distribution patterns described above, traffic generated by the related project was assigned to the street network.

### c. Future Year with Project Forecasts

Forecasts were developed for the Cumulative with Project condition by applying the trip generation forecasts previously described to the 2035 Cumulative No Project forecasts. This information is provided in Appendix C of the Mobility Report.

#### 4.9.1.2 Existing Conditions

##### Regulatory Framework

The regulatory framework provides context for existing conditions in the study area. State, regional, and local requirements are discussed in this section.

**State Requirements.** *The California Department of Transportation (Caltrans)* is the primary state agency responsible for transportation issues. One of its duties is the construction and maintenance of the state highway system, and within the project study area Caltrans is responsible for the SR 118 facility. Caltrans has established standards for roadway traffic flow and has developed procedures to determine if intersections require improvements. For projects that may physically affect facilities under its administration, Caltrans requires encroachment permits before any construction work may be undertaken. For projects that would not physically affect facilities, but may influence traffic flow and levels of service at such facilities, Caltrans may recommend measures to mitigate the traffic impacts of such projects.

*The California Transportation Commission (CTC)* consists of nine members appointed by the Governor. The Commission is responsible for the programming and allocating of funds for the construction of highway, passenger rail, and transit improvements throughout the state. The Commission is responsible for adopting the State Transportation Improvement Program (STIP) and the State Highway Operation and Protection Program (SHOPP).

##### Recent Legislation:

- *Assembly Bill (AB) 32*, the Global Warming Solutions Act of 2006, the State of California committed itself to reducing greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (CARB) is coordinating the response to comply with AB 32.
- In 2007, CARB adopted a list of early action programs that could be put in place by January 1, 2010. In 2008, CARB defined its 1990 baseline level of emissions, and by 2011 will complete its major rule making for reducing GHG emissions. Rules on emissions, as well as market-based mechanisms like the proposed cap and trade program, took effect January 1, 2012.
- On December 11, 2008, CARB adopted its Proposed Scoping Plan for AB 32. This scoping plan included the approval of *Senate Bill (SB) 375* as the means for achieving regional transportation-related GHG targets. SB 375 provides guidance on how curbing emissions from cars and light trucks can help the state comply with AB 32.

- *SB 375* has four key components. First, *SB 375* requires regional GHG emissions targets. CARB's Regional Targets Advisory Committee will guide the adoption of targets to be met by 2020 and 2035 for each MPO in the State. For Ventura County, the MPO is SCAG (see below). These targets, which MPOs may propose themselves, will be updated every eight years in conjunction with the revision schedule for housing and transportation elements.

Second, MPOs will be required to create a Sustainable Communities Strategy (SCS) that provides a plan for meeting regional targets. The SCS and the Regional Transportation Plan (RTP) must be consistent with each other, including action items and financing decisions. If the SCS does not meet the regional target, the MPO must produce an Alternative Planning Strategy that details an alternative plan to meet the target. The SCS was incorporated into SCAG's 2012 RTP (see below).

Third, *SB 375* requires that regional housing elements and transportation plans (also prepared by SCAG as the MPO for Ventura) be synchronized on eight-year schedules. In addition, Regional Housing Needs Assessment (RHNA) allocation numbers must conform to the SCS. If local jurisdictions are required to rezone land as a result of changes in the housing element, rezoning must take place within three years.

Finally, MPOs must use transportation and air emissions modeling techniques consistent with guidelines prepared by the CTC. Regional Transportation Planning Agencies (such as SCAG) are encouraged, but not required, to use travel demand models consistent with the CTC guidelines.

### **Regional Requirements:**

*The Southern California Association of Governments (SCAG)* is the regional MPO responsible for setting priorities for major capital improvements related to transportation through the Regional Transportation Improvement Program (RTIP). The RTIP is a capital listing of all transportation projects proposed over a six-year period for the SCAG region. The projects include highway improvements, transit, rail and bus facilities, high occupancy vehicle lanes, signal synchronization, intersection improvements, freeway ramps, etc. In the SCAG region, a biennial RTIP update is produced on an even-year cycle.

SCAG is also responsible for maintaining the Regional Transportation Plan (RTP), which was updated in 2012, and serves as the basic policy document for major improvements to the transportation system throughout the region.

*The Ventura County Transportation Commission (VCTC)* is the congestion management agency (CMA) for Ventura County and is responsible for implementing the CMP. The CMP was last updated in 2009 and addresses the local land use impacts on the transportation system.

The CMP has set forth a series of methodologies for identifying impacts to the transportation system.

### **Local Requirements:**

*The County of Ventura General Plan (2013)* is currently the guiding document the unincorporated County uses for long-term planning. It identifies goals, policies, and programs, for development within the County. Local requirements are also specified by the Saticoy Area Plan, which is a general plan level document. The countywide General Plan is called “Goals, Policies, and Programs” (GPP), and that document includes LOS standards for County maintained roads. Those standards are described in the Public Facilities and Services Element, Policy 4.2.2, which sets LOS-‘D’ as the minimum acceptable Level of Service (LOS) for road segments and intersections within the Regional Road Network and Local Road Network. Policy 4.2.2 also sets a LOS-‘C’ standard for all County-maintained local roads and uses the LOS prescribed by the City of Ventura for roads located within that City’s boundaries. Finally, Policy 4.2.2 stipulates that “at any intersection between two roads, each of which has a prescribed minimum acceptable LOS, the lower LOS of the two shall be the minimum acceptable LOS for that intersection.”

*The County of Ventura Initial Study Assessment Guidelines (2011)* provides instructions that meet CEQA requirements, follow CEQA guidelines, and the County’s Administrative Supplement. The Initial Study guidelines also provide focus to subsequent environmental documents. The Initial Study guidelines provide detail on the content of traffic studies required by the County of Ventura, significance criteria, and transportation methodologies. The County strives to maintain LOS C or better on County maintained local roads and LOS D or better on County thoroughfares and state highways. When two roads intersect, the less stringent LOS of the two shall be the minimum acceptable LOS of that intersection. Within the Study area, the County strives to maintain LOS D or better on SR 118 and LOS C or better on all other study facilities. Since the study intersections all intersect with SR 118, the minimum LOS for intersections is D.

### **Existing Transportation System**

#### **Existing Roadway Network**

**State Route 118 (Wells Road/Los Angeles Avenue)**, a 4-lane highway, runs along the center of the study area and extends from Santa Clara Avenue north to Foothill Road. It is classified as a highway per the County of Ventura’s road standards. North of its junction with Los Angeles Avenue, SR 118 is referred to as Wells Road; south of the junction it is referred to as Los Angeles Avenue. At Santa Clara Avenue, SR 118 travels east until it becomes a freeway at its junction with SR 23 in the City of Moorpark. Speed limits on this roadway are 45 miles per hour (mph). There are generally sidewalks on both sides of SR 118, although portions of the roadway in the southern part of the study area lack sidewalks on one side of the street.

- **Los Angeles Avenue** is a 2-lane roadway north of its junction with Wells Road. The County currently classifies this roadway as a Minor Commercial/Industrial roadway. Los Angeles Avenue currently terminates at the Saticoy Drain, which is located north of Violeta Street, but the roadway resumes at Aster Street and connects to Snapdragon (City of Ventura). As such, it currently does not provide a complete north-south route through the study area. However, the City’s Saticoy-Wells Community Plan and the County’s Saticoy Area Plan show the future extension of Los Angeles Avenue to Darling Street. In general, there are

no sidewalks along Los Angeles Avenue, aside from a small segment between Nardo Street and Violeta Street, where sidewalks exist on one or both sides of the street. The posted speed limit along Los Angeles Avenue is 25 miles per hour (mph).

- **Lirio Avenue** is a 2-lane roadway, classified by the County as a Minor Commercial/Industrial roadway. Lirio Avenue extends from a cul-de-sac north of the Santa Clara River north to its intersection with Nardo Street. It provides access to several industrial land uses on the western portion of the study area. There are no posted speed limits along Lirio Avenue.
- **County Drive** is a 2-lane roadway, classified by the County as Commercial/Industrial Collector. County Drive begins at Los Angeles Avenue (SR 118) and extends east to Amapola Avenue. It provides access to several industrial land uses on the eastern portion of the study area as well as the County's Public Works Agency facility. There are no posted speed limits along County Drive.
- **Telephone Road** is a 4-lane divided roadway, classified by the City of Ventura as a secondary arterial roadway. Telephone Road begins at Olivas Park Drive and extends east to Wells Road (SR 118). It provides access to several residential areas in Ventura, County and other Government buildings, and employment areas. The posted speed limit along Telephone Road is 45 miles per hour (mph).
- **Azahar Street** is a 2-lane roadway, classified by the County as Commercial/Industrial Collector. Azahar Street begins just west of Los Angeles Avenue and extends east to Campanula Avenue. It provides access to industrial and residential land uses on the eastern portion of the study area. The posted speed limit along Azahar Street is 35 miles per hour (mph).
- **Nardo Street** is a 2-lane roadway, classified by the County as Minor Commercial/Industrial. Nardo Street begins at its intersection with Lirio Avenue, and extends east to Campanula Avenue. It provides access to industrial and residential land uses on the eastern portion of the study area. The posted speed limit along Nardo Street is 35 miles per hour (mph).
- **Violeta Street** is a 2-lane roadway, classified by the County as Collector Residential. Violeta Street begins at its intersection with Wells Road (SR 118), and extends east to Campanula Avenue. It provides access to primarily residential land uses on the eastern portion of the study area. The posted speed limit along Violeta Street is 25 miles per hour (mph).
- **Rosal Lane** is a 2-lane roadway, classified by the County as Minor Residential. Rosal Lane begins at its intersection with Los Angeles Avenue, and extends east to Campanula Avenue. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Rosal Lane.
- **Snapdragon Street** is a 2-lane roadway, classified by the County as Minor Residential. Nardo Street begins at its intersection with Aster Street, and extends north and east to Jonquil Avenue. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Snapdragon Street.



- **Aster Street** is a 2-lane roadway, classified by the County as Minor Residential. Nardo Street begins at its intersection with Wells Road (SR 118), and extends east and north to Snapdragon Street. It provides access to residential land uses on the eastern portion of the study area. There are no posted speed limits along Aster Street.

### Existing Traffic Volumes

Traffic counts were collected at two of the study intersections and all study roadway segments on September 11, 2014. Intersection counts were collected at the intersections of Wells Road (SR 118) & Telephone Road, Wells Road (SR 118) & Violeta Street, and Los Angeles Avenue (SR 118) & County Drive during the morning (7:00-9:00 AM) and evening (4:00-6:00 PM) peak periods. Traffic counts from the Northbank traffic study were used for the intersections of Wells Road (SR 118) & Darling Road and Wells Road & Nardo Street (SR 118); these counts were collected in October 2013 and were adjusted by 1% to account for ambient growth in the area between 2013 and 2014. Roadway segment counts were collected from 12:00 midnight on September 11, 2014 to 12:00 midnight on September 12, 2014.

### Intersection Levels of Service

Signalized study intersections were analyzed according to ICU methodology, consistent with the County of Ventura Traffic Impact Study guidelines. The V/C ratio and LOS of each intersection is summarized in this section. Unsignalized study intersections were analyzed using the HCM level of service methodology.

The existing conditions LOS results are shown in Table 4.9-6. Analysis worksheets are provided in Appendix D.

**Table 4.9-6 Existing Conditions Intersection Level of Service**

Intersection	Signal Control	AM Peak Hour		PM Peak Hour	
		V/C or Delay	Level of Service	V/C or Delay	Level of Service
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.82	D	0.86	D
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.77	C	0.77	C
3. Wells Rd (SR 118) & Violeta St	Side-Street Stop-Controlled	21.6s	C	>50s	F
4. Wells Rd (SR 118) & Nardo St	Signalized	0.78	C	0.88	C
5. Los Angeles Ave (SR 118) & County Dr	Signalized	0.82	D	0.77	C

Table Source: Fehr & Peers, 2014.

All intersections have a minimum LOS threshold of D or better. Currently, four of the five intersections operate at a satisfactory LOS during AM and PM peak hour traffic. However, as noted in Table 4.9-6, the intersection of Wells Road & Violeta Street operates at an unsatisfactory LOS F during the PM peak hour. In the case of the Wells Road/Violeta Street

intersection’s unsatisfactory LOS, the LOS of the intersection as a whole is based on the operation of the most constrained movement rather than of the intersection as a whole. In this case, those movements are the southbound left-turns and the westbound right-turns, but not the through traffic. It is those movements which experience the most delay, which will increase in the future, and the signal will create the gaps needed to serve these movements at a better LOS.

### Roadway Segment Levels of Service

Traffic volumes on the study roadway facilities were compared with the acceptable thresholds for each study segment. As previously noted, the minimum acceptable standards for each roadway type are outlined in the County of Ventura’s General Plan. The resulting traffic volumes and level of service are shown in Table 4.9-7.

As shown in the table below, 11 of the 12 existing roadway segments within the study area currently operate at an acceptable level of service. Of the (9) of road segments listed as County-maintained local roads, all currently operate at LOS A, B or C. However, the **three road segments for SR 118 currently operate near or below the County’s threshold capacity of 47,000 ADT LOS D**. In particular, the segment of Wells Road (SR 118) between Violeta Street and Nardo Street operates below the acceptable threshold for the roadway segment, because its existing volume (47,945) exceeds the threshold capacity (47,000). However, even the two segments of SR 118 currently operating at an acceptable LOS exhibit traffic volumes that are close to the threshold capacity of 47,000 ADT. The Darling Road to Telephone Road segment is operating at 97% capacity and the County Drive to Vineyard Street segment is operating at 98% capacity, which leaves little room for growth during the twenty-year planning period.

**Table 4.9-7 Existing Conditions Roadway Segment Level of Service**

Roadway	Classification	Acceptable LOS	Threshold Capacity (ADT)	Volume (ADT)	Existing LOS	Meets Threshold ?
<i>State Route 118 (Wells Road/Los Angeles Avenue)</i>						
1. Darling Rd to Telephone Rd	Class I - 4 lanes	D	47,000	45,506	D	Yes
2. Violeta St to Nardo St	Class I - 4 lanes	D	47,000	47,945	E	No
3. County Dr to Vineyard St	Class I - 4 lanes	D	47,000	46,053	D	Yes
<i>Los Angeles Ave</i>						
4. Aster St to Violeta St	Class II - 2 lanes	C	7,000	125	A	Yes
<i>Lirio Ave</i>						
5. Nardo St to Jacinto St	Class II - 2 lanes	C	7,000	2,114	B	Yes

Roadway	Classification	Acceptable LOS	Threshold Capacity (ADT)	Volume (ADT)	Existing LOS	Meets Threshold ?
<i>County Dr</i>						
6. Los Angeles Avenue (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	486	A	Yes
<i>Telephone Rd</i>						
7. Saticoy Ave to Wells Rd <sup>1</sup>	Divided Arterial	D	35,400	12,794	C	Yes
<i>Azahar St</i>						
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	733	A	Yes
<i>Nardo St</i>						
9. West of Wells Road (SR 118)	Class I – 2 lanes	C	10,000	2,619	A	Yes
<i>Rosal Ln</i>						
10. Alelia St to Campanula Ave	Class II – 2 lanes	C	7,000	145	A	Yes
<i>Snapdragon St</i>						
11. Los Angeles Ave to Jonquil St	Class II – 2 lanes	C	7,000	145	A	Yes
<i>Aster St</i>						
12. Los Angeles Ave to Wells Road (SR 118)	Class II – 2 lanes	C	7,000	850	A	Yes

Table Source: Fehr & Peers, 2014.

<sup>1</sup>HCM 2000 Methodology for LOS capacity thresholds used for Telephone Road segment, as it is in the City of Ventura, and the City does not identify performance standards or volume thresholds for roadway segments.

### Bus Transit Facilities

Gold Coast Transit operates two fixed routes in the study area: Route 10 and Route 11.

Route 10 – provides service between Pacific View Mall in Ventura and Saticoy. Route 10 travels along Wells Road (SR 118) in the study area. There is a timepoint (at the Los Angeles Avenue & Violeta Street intersection; buses arriving to this stop in advance of their timepoint are required to dwell at the stop until they hit their scheduled departure time. Route 10 operates at a frequency of one bus every 30 minutes traveling eastbound and one bus every 60 minutes traveling westbound.

Route 11 – provides service between Pacific View Mall in Ventura and Wells Center. Route 11 travels along Wells Road (SR 118) in the study area. The closest bus stop in the study area is at Wells Road & Violeta Street. Route 11 operates at a frequency of one bus every 30 minutes in each direction.

## **Pedestrian Network**

Sidewalks are present on portions of the following streets in Old Town Saticoy:

- Violeta Street
- Azahar Street
- Nardo Street
- Aster Street
- Los Angeles Avenue
- Wells Road/Los Angeles Avenue (SR 118)
- Alelia Avenue
- Amapola Street
- Clavel Avenue
- Riverbank Road
- County Drive

However, the sidewalk network is incomplete on all roadways and sidewalks are typically present on only one side of the street. Additionally, the network is not contiguous – with portions of sidewalk missing along a roadway segment. Few sidewalks exist outside Old Town Saticoy.

Although marked crosswalks are missing at many intersections in Saticoy, there are marked crosswalks at the following locations:

- Wells Road (SR 118) & Telephone Road/Aster Street (south, east, and west legs)
- Wells Road (SR 118) & Violeta Street (east leg)
- Violeta Street & Los Angeles Avenue (south leg)
- Nardo Street & Los Angeles Avenue (north leg)
- County Drive & Los Angeles Avenue (SR 118) (north, east, and west legs)

## **Bicycle Network**

There are three types of bicycle lanes as defined by the 2011 City of San Buenaventura (Ventura) Bicycle Master Plan:

- Class I Bike Path – A completely separated right-of-way for the exclusive use of bicycles and pedestrians with crossflow by motorists minimized;
- Class II Bike Lanes – A striped lane for 1-way bike travel on a street or highway, typically designated by bike lane signs and markings;
- Class III Bike Routes – A shared use area with pedestrian traffic or motor vehicle traffic, typically designated with a bike route sign.

There is currently a Class I bikeway that runs along the west side of Brown Barranca between Telephone Road and the Santa Paula Branch Line railroad tracks. Class II bike lanes are currently provided adjacent to Old Town along Telephone Road west of Wells Road and the eastern side of Wells Road north of Telephone Road. There are currently no internal striped bicycle lanes within Old Town Saticoy. There are currently no Class III bike routes within the Saticoy area.

The City of Ventura Bicycle Master Plan recommends future bicycle lanes, paths, and routes in and around the Saticoy Area. Proposed bike paths include those along the Santa Paula Branch Line railroad right-of-way, an extension along Northbank Drive, which turns north to connect to the railroad right-of-way. Proposed bike lanes include an extension along Wells Road south from Telephone Road, along Darling Road east of Wells Road, and a connection

across Northbank Drive to Wells Road. A bike route along Darling Road east of Wells Road (SR 118) is also proposed. The County of Ventura does not have any additional bicycle routes established or identified.

#### 4.9.1.3 Thresholds of Significance

The following statements (in bold), included in the CEQA Guidelines, Appendix G (14 CCR 15000 et seq.), are used to provide the framework for evaluating the significance of traffic impacts. In addition, the Ventura County ISAGs contain specific thresholds that are used to determine the significance of traffic-related impacts in Ventura County. Impacts to traffic resources would be significant if the proposed project would:

- **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.**

The following ISAG significance criteria are applied:

- **Direct Project Impacts**
  - a. The addition of project traffic causes the existing LOS on a roadway segment to fall to an unacceptable level as defined in the *County of Ventura Initial Study Assessment Guidelines*, Table 1.
  - b. At City of Ventura intersections forecasted to operate worse than its performance standard (LOS D for intersections near Saticoy), the addition of project traffic increases the V/C ratio by more than 0.01.
  - c. If the project will add one or more trips to a roadway segment that is currently operating at an unacceptable LOS as defined in the *County of Ventura Initial Study Assessment Guidelines*, Table 1.
  - d. If the addition of project traffic at an intersection exceeds the threshold of significance, as defined in the *County of Ventura Initial Study Assessment Guidelines*, Table 2 (see Table 4.9-8 of this report).
  - e. The project conflicts with planned or existing bicycle and/or pedestrian facilities
  - f. The project conflicts with planned or existing mass transit
- **Cumulative Project Impacts**
  - If the project will add one or more peak-hour trips (PHT) to a roadway segment that is part of the regional road network and the roadway segment is currently operating at an unacceptable LOS as defined in Table 1 of the *Ventura County Initial Study Assessment Guidelines* by the year 2035.
  - If the project will add 10 or more PHT to a roadway segment which is part of the regional road network and is projected to reach an unacceptable LOS as defined in Table 1 of the *Ventura County Initial Study Assessment Guidelines* by the year 2035.

- If the project will add one or more PHT to the critical movements at an intersection that is part of the regional road network and which is currently operating at an unacceptable LOS as defined in Table 1 of the *Ventura County Initial Study Assessment Guidelines* by the year 2035.
- If the project will add 10 or more PHT to an intersection that is part of the regional road network, which is projected to operate at an unacceptable LOS as defined in Table 1 of the *Ventura County Initial Study Assessment Guidelines* by the year 2035.

Table 1 of the Initial Study Assessment Guidelines is shown here as Table 4.9-8.

**Table 4.9-8 Thresholds of Significance for Changes in LOS at Intersections**

Intersection LOS (Existing)	Increase in V/C or Trips Greater Than
A	0.20
B	0.15
C	0.10
D	10 PHTs*
E	5 PHTs*
F	1 PHT*

Notes: To critical turn movements. These are the highest combination of left and opposite through/right-turn PHTM.

Source: County of Ventura (2011), *Initial Study Assessment Guidelines*.

- **Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways.**

The intersection of Wells Road (SR 118) & Telephone Road is a CMP facility, per the *Ventura County Transportation Commission's Congestion Management Program* (2009). Although the document does not provide specific impact criteria for its facilities, changes to the intersection that would degrade the intersection operations to an unacceptable level of service would be noted as part of this threshold. The CMP provides an LOS standard of E, therefore an intersection operating deficiently would be identified as one that is operating at LOS F, and considered an impact if the addition of project traffic results in further degradation of intersection operations.

- **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.**

Transportation-related goals and policies of the proposed Area Plan update will be compared with adopted goals/policies of the GPP to determine consistency with the Ventura County General Plan.

## 4.9.2 Impact Analysis

A preliminary assessment of traffic-generated impacts related to development allowed by the Area Plan update, and its effect on existing transportation facilities, is provided in the Initial Study (Appendix A). The results of the Initial Study include a conclusion that potential impacts related to private road design and access, airports, harbors, and pipelines would not be significant and are not further discussed in this analysis.

An assessment of traffic generated from development allowed by the Area Plan Update, and its effect on the existing vehicular road network, was evaluated for the EIR. This impact assessment was conducted for the following scenarios:

- Existing Plus Project (2035)<sup>21</sup>;
- Cumulative No Project Conditions (2035)
- Cumulative Plus Project (2035).

Although the full buildout of the project is at the programmatic level and would therefore be unrealistic to assume onto existing conditions, the assessment and associated mitigation measures have been identified to provide as much information to the decision makers as possible.

### 4.9.2.1 Existing Plus Project Impacts

**ISSUE #1: Potential conflicts with plans, ordinance, or policies based on ISAG criteria (LOS)**

**Impact TRAF-1 Intersection Impact Analysis: The results of the Existing Plus Project-traffic analysis show that traffic levels will exceed the acceptable a.m. and p.m. peak-hour criteria at all five (5) of the intersections studied along SR 118, except the a.m. peak-hour at SR 118/Violeta Street. The re-striping (or widening) of SR 118 from 4 to 6 lanes, along with intersection improvements, would mitigate the impacts to less than significant, with the exception of the intersections of Wells Road/Telephone Road and Wells Road/Nardo Street, where the impacts would be partially mitigated.**

**SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and the County could reclassify SR-118 as a 6-**

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<sup>21</sup> Existing plus Project was included based on the Sunnyvale CEQA case. *Sunnyvale West Neighborhood Association, et al., v. City of Sunnyvale City Council* (2010). Court decision strongly suggests that Existing Plus Project scenario should always be included, even in cases where the analysis may seem meaningless, such as a long-range development plan. Prior to Sunnyvale, long range development plans would not include an Existing Plus Project analysis.

lane road on the Regional Roadway Map within the planning period. However, this mitigation measure also requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans' list of projects for funding. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan. Unless the re-striping of SR-118 is reprioritized, mitigation is not feasible within the planning period. Therefore, the impact remains *significant and unavoidable* and a statement of overriding considerations will be necessary.

Table 4.9-9 provides a summary of the Existing plus Project traffic analysis for the 5 intersections included in the study. Table 4.9-10 provides a summary of the Existing Plus Project traffic analysis for all twelve (12) roadway segments included in the study. Analysis worksheets are provided in Appendix C of the Traffic Study. Mitigation measures for the significant impacts noted above are provided in **Section 4.9.3 Mitigation Measures**.

**Table 4.9-9 Existing Plus Project: Intersection Impact Analysis**

Intersection	Signal Control	No Project		With Project		Change in Delay	Impact
		AM (PM)		AM (PM)			
		V/C or Delay	Level of Service	V/C or Delay	Level of Service		
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.82 (0.86)	D (D)	1.13 (1.05)	F (F)	0.31 (0.19)	Yes (Yes)
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.77 (0.77)	C (C)	1.15 (0.98)	F (E)	0.38 (0.21)	Yes (Yes)
3. Wells Rd (SR 118) & Violeta St	Side Street Stop Controlled	21.6s (>50s)	C (F)	20.1s (>50s)	C (F)	-2.5s (>1PHT)	No (Yes)
4. Wells Rd (SR 118) & Nardo Street	Signalized	0.78 (0.88)	C (C)	1.11 (1.27)	F (F)	0.33 (0.39)	Yes (Yes)
5. Los Angeles Ave (SR 118) & County Dr	Signalized	0.82 (0.77)	D (C)	0.87 (0.91)	D (E)	0.05 (0.14)	Yes (Yes)

Table Source: Fehr & Peers, 2014. This table shows a.m. and p.m. (in parentheses) peak-hour project impacts along with the resulting Level of Service (LOS) for each intersection during the morning and evening peak-hour traffic time periods.

Based on the analysis summarized in Table 4.9-9, **the project results in a potentially significant impact (LOS D, E, or F) at all of the studied intersections on SR 118 as follows:**

- Wells Road (SR 118) & Darling Road
- Wells Road (SR 118) & Telephone Road
- Wells Road (SR 118) & Violeta Street
- Wells Road (SR 118) & Nardo Street
- Los Angeles Avenue (SR 118) & County Drive



More detailed information on each of the five intersections studied on SR 118 is provided below:

*Wells Road (SR 118) & Darling Road*

This intersection, located in the City of Ventura, has a minimum threshold of LOS D under both City and County criteria. Under Existing conditions, the intersection operates at LOS D during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the County significance criteria described in Chapter D, an intersection operating at LOS D under existing conditions would have a significant impact if the project adds 10 peak hour trips or more to a critical movement. Per the City significance criteria, the intersection is significantly impacted if it is forecast to operate below LOS D and the project contributes an increase in V/C of 0.01 or more. The project adds more than 10 trips to several movements, yielding the LOS F conditions for Existing plus Project. It also yields an increase in V/C of greater than 0.01. As a result, the intersection is significantly impacted.

*Wells Road (SR 118) & Telephone Road*

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during the AM peak hour and LOS E during the PM peak hours. Per the significance criteria described in Appendix D-2, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At this intersection, traffic generated by the project increases the V/C by 0.38 during the AM peak hour and 0.21 during the PM peak hour. As a result, the intersection is significantly impacted.

*Wells Road (SR 118) & Violeta Road*

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS remains at LOS C for the AM peak hour and F for the PM peak hour. Per the significance criteria described in Chapter D, an intersection operating at LOS C under Existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection; an intersection operating at LOS F under Existing conditions would have a significant impact if it contributes one peak hour trip or more. At this intersection, the project adds more than one peak hour trip to a critical movement during the PM peak hour. As a result, the intersection is significantly impacted during the PM peak hour.

*Wells Road (SR 118) & Nardo Street*

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS C during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the significance criteria described in Chapter D, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At

this intersection, the project increases the V/C by 0.33 during the AM peak hour and 0.39 during the PM peak hour. As a result, the intersection is significantly impacted.

Los Angeles Avenue (SR 118) & County Drive

This intersection has a minimum threshold of LOS D. Under Existing conditions, the intersection operates at LOS D during the AM peak hour and LOS C during the PM peak hour. With the addition of project traffic, the intersection LOS remains at LOS D for the AM peak hour and degrades to LOS E during the PM peak hour. Per the significance criteria described in Chapter D, an intersection operating at LOS D under Existing conditions would have a significant impact if the project contributes 10 or more peak hour trips to a critical movement. Likewise, an intersection operating at LOS C under existing conditions would have a significant impact if the project contributes 0.10 V/C or greater to the intersection. At this intersection, the project adds more than 10 trips to a critical movement during the AM peak hour, and increases the V/C by 0.14 during the PM peak hour. As a result, the intersection is significantly impacted.

It is also important to note that the proposed Area Plan update includes several roadway extensions and new connections that will improve circulation, mobility and connectivity. These key improvements are included in the traffic analysis. The following list of proposed improvements will reduce some of the identified significant cumulative impacts. Key improvements are described in detail in section 2.6.2 (Mobility Maps) and include:

- **Road connection from Telephone Road to L.A. Avenue:** This new road would create a primary entry point into the Saticoy community from Telephone Road. Establishing this access will create a more direct entry into the community at a signalized intersection. This improvement also calls for eliminating the “S-curve”, which would be replaced by a cul-de-sac at Aster Street (similar to the existing Saticoy Area Plan).
- **Complete north/south link from L.A. Avenue to Snapdragon Street (\*):** This improvement would provide a necessary north/south connection to the adjacent developments in the City, and it would enhance the success of future commercial and retail development in Old Town Saticoy. This connection would also complement the planned north/south extension of L.A. Avenue to Darling Road within the City of Ventura. Currently, however, there are no existing development plans for that area, (referred to as Growth Area 10 by the City of Ventura), and future timing is unknown.
- **East/west road connecting Lirio Avenue and SR 118.** This new road would provide a direct link from Lirio Avenue to SR 118, as identified in the existing Saticoy Area Plan (Figure 2-9). Currently, only Lirio Avenue provides access to/from Saticoy’s West Industrial Section, which effectively creates a very long cul-de-sac (approximately 1,800 feet long) and limits new or expanded industrial development for businesses that rely on access from the southern portion of Lirio Avenue. Today, the Ventura County Fire Department will not allow intensified land use without a second access road. This road, which was identified by the recent *Market Study* (Appendix C) as a key ingredient to the intensification of use within the West Industrial Section, would serve as both a public access road and as a secondary access road (fire access) for properties located at the southern portion of Lirio Avenue.

- **Nardo St. road extension west of Lirio Avenue connecting to City.** Connecting Nardo Street to Northbank Drive would provide an important connection between the City and the unincorporated County and is also included in the City's Saticoy & Wells Community Plan. It was anticipated that this road would be constructed by private developers. However, as described previously, it appears that the City of Ventura will instead rely on its existing Saticoy Area fee (CIDS) program to build the extension.
- **Public Road Connection between County Drive and Nardo Street.** Another important north/south connection is the extension of County Drive to Nardo Street, which is needed to accommodate future development south of the railroad right-of-way, including the development of the vacant parcels along Rosal Lane. An existing private road (about 700 ft. long) is located between County Drive and Rosal Lane and that road would need to be improved to public road standards.
- **Upgrade Rosal Lane to public road standards:** This improvement is necessary to provide adequate access to future industrial development on the vacant parcels in Old Town Saticoy.
- **Intersection Improvements at Violeta Street and L.A. Avenue:** Violeta Street and L.A. Avenue form one of the primary intersections in the Old Town Saticoy, but it is difficult to enter and exit Old Town, especially during peak hours. This problem will be alleviated once Telephone Road is extended to L.A. Avenue.

As previously noted, mitigation measures for the significant impacts noted above are provided in Section 4.9.3 Mitigation Measures.

**Impact TRAF-2 Road Segment Analysis (SR 118): Existing plus project-generated traffic results in traffic levels that exceed the threshold for daily traffic volume (ADT) for the three (3) studied roadway segments along SR 118. The re-striping of SR 118 to 6 lanes would mitigate the impacts to less than significant. However, this requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Also, SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and a General Plan Amendment (GPA) would be required to reclassify SR-118 as a 6-lane roadway.**

SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and the County could reclassify SR-118 as a 6-lane road within the planning period. However, although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction may not occur within the 20-year horizon of the Saticoy Area Plan. Unless the re-striping of SR-118 is reprioritized, mitigation is not feasible. Therefore, the impact remains *significant and unavoidable* and a statement of overriding considerations will be necessary.

Mitigation measures for the significant impacts noted above are provided in **Section 4.9.3 Mitigation Measures**.

Table 4.9-10 provides a summary of the Existing plus Project traffic analysis for the roadway segments included in the study.

**Table 4.9-10 Existing Plus Project Roadway Segment Impact Analysis (SR 118)**

Roadway	Classification	Acceptable LOS	Threshold Capacity	Existing Plus Project Volume (LOS)	Meets Threshold ?	Impact?
<b>State Route 118 (Wells Road/Los Angeles Avenue):</b>						
1. Darling Rd to Telephone Rd	Class I - 4 lanes	D	47,000	52,736 (F)	No	Yes
2. Violeta St to Nardo St	Class I - 4 lanes	D	47,000	56,101 (F)	No	Yes
3. County Dr to Vineyard St	Class I - 4 lanes	D	47,000	51,466 (F)	No	Yes

Table Source: Fehr & Peers, 2014.

Based on the analysis summarized in Table 4.9-10, **the project results in a potentially significant impact at the three (3) roadway segments on SR 118** as follows:

- **Wells Road (SR 118) – Darling Road to Telephone Road**
- **Wells Road (SR 118) – Violeta Street to Nardo Street**
- **Wells Road (SR 118) – County Drive to Vineyard Street**

Detailed information on each of the three impacted roadway segments on SR 118 is provided below:

*Wells Road (SR 118) – Darling Road to Telephone Road*

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 53,630. Since the project adds trips to this segment, the impact is considered significant.

*Wells Road (SR 118) – Violeta Street to Nardo Street*

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus

Project conditions, the volume on this segment is 56,101. Since the project adds trips to this segment, the impact is considered significant.

Los Angeles Avenue (SR 118) – County Street to Vineyard Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 51,483. Since the project adds trips to this segment, the impact is considered significant.

As noted previously, mitigation measures for the significant impacts noted above are provided in Section 4.9.3 Mitigation Measures.

**Impact TRAF-3 Road Segment Analysis (Local Roads): Existing Plus Project-generated traffic results in traffic levels that do not exceed the threshold for daily traffic volume for all of the studied local roadway segments within the Saticoy community. This is considered to be a less than significant impact.**

Table 4.9-11 provides a summary of the Existing plus Project traffic analysis for the local road segments included in the study.

**Table 4.9-11 Existing Plus Project Roadway Segment Impact Analysis (Local Roads)**

Roadway	Classification	Acceptable LOS	Threshold Capacity	Existing Plus Project Volume (LOS)	Meets Threshold ?	Impact?
<b>Local Roads:</b>						
<i>Los Angeles Ave</i>						
4. Aster St to Violeta St	Class II – 2 lanes	C	7,000	125 (A)	Yes	No
<i>Lirio Ave</i>						
5. Nardo St to Jacinto St	Class II – 2 lanes	C	7,000	4,672 (C)	Yes	No
<i>County Dr</i>						
6. Los Angeles Ave (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	2,632 (B)	Yes	No
<i>Telephone Rd</i>						
7. Saticoy Ave to Wells Rd	Divided Arterial	E	36,000	16,995 (C)	Yes	No
<i>Azahar St</i>						
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	2,811 (B)	Yes	No

Roadway	Classification	Acceptable LOS	Threshold Capacity	Existing Plus Project Volume (LOS)	Meets Threshold ?	Impact?
<i>Nardo St</i>						
9. West of Wells Rd (SR 118)	Class I - 2 lanes	C	10,000	6,567 (C)	Yes	No
<i>Rosal Ln</i>						
10. Alelia St to Campanula Ave	Class II - 2 lanes	C	7,000	145 (A)	Yes	No
<i>Snapdragon St</i>						
11. Los Angeles Ave to Jonquil St	Class II - 2 lanes	C	7,000	528 (A)	Yes	No
<i>Aster St</i>						
12. Los Angeles Ave to Wells Rd (SR 118)	Class II - 2 lanes	C	7,000	993 (A)	Yes	No

Table Source: Fehr & Peers, 2014.

Based on the analysis summarized in Table 4.9-11, the project ***does not result in a significant impact*** at the following roadway segments:

- Los Angeles Avenue (Aster Street to Violeta Street)
- Lirio Avenue (Nardo Street to Jacinto Way)
- County Drive (Wells Road to Rosal Lane)
- Telephone Road (Saticoy Avenue to Wells Road (SR 118))
- Azahar Street (Alelia Avenue to Campanula Avenue)
- Nardo Street (Lirio Avenue to Wells Road (SR 118))
- Rosal Lane (Alelia Avenue to Amapola Avenue)
- Snapdragon Street (Los Angeles Avenue to Jonquil Avenue)
- Aster Street (Wells Road (SR 118) to Los Angeles Avenue)

Although no mitigation measures are required for the local road network, please see discussion under Impact TRAF-1 that summarizes the roadway improvements included in the Area Plan Mobility Maps that will enhance and improve the connectivity of the local roadway network.

**ISSUE #2: Potential conflicts with the Ventura County Congestion Management Program.**

**Impact TRAF-4 Existing Plus Project-generated traffic results in traffic levels that exceed the acceptable a.m. and p.m. peak-hour criteria at Wells Road (SR 118) and Telephone Road. Because this intersection is identified in the**

County's Congestion Management Plan, this is considered to be a significant impact. Although the re-striping (or widening) of SR 118 from 4 to 6 lanes would mitigate this impact to less than significant, this would require that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the re-striping (or widening) project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan. Therefore, the impact remains *significant and unavoidable* and a statement of overriding considerations will be necessary.

Based on the analysis summarized in Table 4.9-9, **the intersection of Wells Road (SR 118) and Telephone Road would be significantly impacted** during the AM peak hour, as the intersection LOS degrades to LOS F. Section 4.9.3 provides mitigation measures for this intersection.

**ISSUE #3: Potential conflicts with transit, bicycle, or pedestrian operations, safety, or plans and policies.**

**Impact TRAF-5** The proposed Area Plan includes a Mobility Map that defines pedestrian, bicycle, and transit routes in the Saticoy Area Plan. The map is consistent with Gold Coast Transit plans and regional bicycle master plans (VCTC). The project also includes updated road standards for Saticoy that define pedestrian facilities. Within Old Town Saticoy, the project includes road standards with wider sidewalks and pedestrian amenities, updated standards for bicycle storage facilities, and complementary site development standards that facilitate pedestrian circulation. Finally, the project includes a pedestrian-only facility that connects L.A. Avenue to Saticoy Park. The proposed multi-modal maps, standards, projects, and polices will enhance the multi-modal network in Saticoy. This is considered to be a *beneficial impact*.

The project includes the provision of several multimodal facilities, including sidewalks throughout Old Town Saticoy, new bicycle facilities, and a proposed extension of a bus route through the study area. A Multi-Modal Level of Service (MMLOS) Analysis (see Appendix D-2) was undertaken to compare the study roadway facilities with and without the provision of multimodal facilities. With the proposed facilities, the MMLOS for pedestrians, bicyclists, and transit users would improve. Key improvements include:

- Active building frontages facing walkways (Development Code)
- Wider pedestrian walkways in Minor Commercial/Residential areas (road classification)
- Provision of pedestrian lighting, street trees, and furniture (Policy MOB 3.1 ~~and 3.3~~)
- Land use that encourages pedestrian activity and increase in pedestrian volumes (Policy MOB 3.2)

- Provisions for convenient long-term and short-term bicycle parking (MOB 3.8)
- Provisions for bicycle paths in conjunction with future development (MOB 3.7)

Additionally, the proposed Area Plan provides the following policies related to transit users, bicyclists, and pedestrians:

**Mobility Goal #3:** A multi-modal network that provides alternate modes of transportation for pedestrians, bicyclists, and transit users.

#### **Policies**

- **MOB-3.1** Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in Chapter V (See Road Classifications and Multimodal Map – Figure IV.4). In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, ~~or~~ infrastructure maintenance districts, or any other funding source.
- **MOB-3.2** To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.
- **MOB-3.3** To increase pedestrian safety within the Town Center and Residential/Mixed Use zones, minimize the number of curb cuts that cross pedestrian routes by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.
- **MOB-3.4** Improvements within the public right-of-way should support existing and future transit service by including the following: (a) adequate shoulder for bus stops; (b) adequate space for, and construction of, benches and/or shelters at bus stops; and (c) crosswalks at street corners.
- **MOB-3.5** The design of replacement facilities for the Saticoy Drain shall provide the following: (a) vehicular access from SR 118 to L.A. Avenue (Telephone Lane); (b) ~~allowance for completion of future the north/south road L.A. Avenue road~~ link over the Saticoy Drain; and (c) pedestrian/~~bicycle facilities~~ walkway over Saticoy Drain that connects L.A. Avenue to Saticoy Park.
- **MOB-3.6** Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain should incorporate pedestrian and bicycle paths.
- **MOB-3.7** ~~Implement the bicycle path, lane, and route improvements as outlined on Figure IV.4 (Multimodal Mobility Map) and ensure that any new or redesigned street allows for adequate bicycle access.~~ New or redesigned public streets shall



include the bicycle path, lane, and route improvements outlined on Figure IV.4 (Multimodal Mobility Map).

- **MOB-3.8** Public or private projects shall include provisions for adequate, safe, and convenient *long-term* and *short-term bicycle parking*, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the *Ventura County Parking and Loading Design Guidelines*.

These policies all support an enhanced multi-modal network. This will be a **beneficial impact** to the multi-modal network in Saticoy.

#### 4.9.2.2 Cumulative Impacts

CEQA requires that the cumulative effects of a project be analyzed. This is especially true as it relates to traffic impacts, as the cumulative effects of building out the project over the next 20 years is further impacted by other growth in the region.

The following impact assessment summarizes the cumulative effect of the project under the 2035 buildout year. It utilizes the cumulative forecasts identified in the forecasting section above. Please note that only the roadway segment capacity analysis is required for a cumulative assessment. However, both the intersections and segments are included in the following analysis.

**Impact TRAF-6 Cumulative Plus Project-generated traffic results in traffic levels that exceed the acceptable a.m. and p.m. peak-hour criteria at all five studied intersections along SR 118. Although the intersections are estimated to operate at unacceptable LOS *with or without* the proposed project, this is considered to be a significant impact.**

SR-118 is currently classified as a 4-lane road on the Ventura County Regional Roadway Map, and the County can reclassify SR-118 to a 6-lane road within the planning period. The re-striping of SR 118 to 6 lanes, combined with intersection improvements, would mitigate the impacts to less than significant except at Wells Road/Darling Road, Wells Road/Telephone Road, and Wells Road/Nardo Street, where the impacts would be partially mitigated. However, road re-striping of SR 118 requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan. Therefore, unless the re-striping project is re-prioritized within the Congestion Management Plan, the impact remains *significant and unavoidable* and a statement of overriding considerations will be necessary.

Mitigation measures for the significant impacts noted above are provided in Section 4.9.3 Mitigation Measures. Table 4.9-12 below summarizes the Cumulative Year (2035) plus Project Impact analysis for study intersections.

**Table 4.9-12 Cumulative Year (2035) Plus Project: Intersection Impact Analysis**

Intersection	Signal Control	No Project		With Project		Change in Delay	Impact
		AM (PM)	AM (PM)	AM (PM)	AM (PM)		
		V/C or Delay	Level of Service	V/C or Delay	Level of Service		
1. Wells Rd (SR 118) & Darling Rd	Signalized	0.86 (0.91)	D (D)	1.17 (1.10)	F (F)	0.31 (0.19)	Yes (Yes)
2. Wells Rd (SR 118) & Telephone Rd	Signalized	0.98 (1.00)	E (E)	1.34 (1.20)	F (F)	0.36 (0.20)	Yes (Yes)
3. Wells Rd (SR 118) & Violeta St	Side Street Stop Controlled	38.0s (>50s)	E (F)	33.9s (>50s)	<del>D</del> E (F)	-4.1s (>1 PHT)	<del>No</del> Yes (Yes)
4. Wells Rd (SR 118) & Nardo St	Signalized	0.98 (1.10)	E (F)	1.30 (1.49)	F (F)	0.32 (0.39)	Yes (Yes)
5. Los Angeles Ave (SR 118) & County Dr	Signalized	1.02 (0.97)	F (E)	1.07 (1.10)	F (F)	0.05 (0.13)	Yes (Yes)

Table Source: Fehr & Peers, 2014.

Based on the analysis summarized above, cumulative plus project development results in a significant adverse impact at the following intersections:

- **Wells Road (SR 118) & Darling Road**
- **Wells Road (SR 118) & Telephone Road**
- **Wells Road (SR 118) & Violeta Street**
- **Wells Road (SR 118) & Nardo Street**
- **Los Angeles Avenue (SR 118) & County Drive**

Detailed information on each of the five studied roadway intersections on SR 118 is provided below:

*Wells Road (SR 118) & Darling Road*

This intersection, located in the City of Ventura, has a minimum threshold of LOS D under both City and County standards. Under Cumulative No Project conditions, the intersection operates at LOS D during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during both peak hours. Per the County significance criteria, an intersection operating at LOS D would have a significant impact if the project adds 10 peak hour trips or more to a critical movement. Per the City significance criteria, the intersection is significantly impacted if it is forecast to operate below LOS D and the project contributes an increase in V/C of 0.01 or more. At this intersection, traffic generated by the project adds more than 10 trips to several movements, yielding the LOS F conditions for Existing plus Project. It also yields an increase in V/C of greater than 0.01. As a result, the intersection is significantly impacted.

Wells Road (SR 118) & Telephone Road

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during both peak hours. With the addition of project traffic, the intersection LOS degrades to LOS F during the AM peak hour and LOS E during the PM peak hours. Per the significance criteria described in Chapter D, an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

Wells Road (SR 118) & Violeta Road

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria described in Chapter D, an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical movement; an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

Wells Road (SR 118) & Nardo Street

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS E during the AM peak hour and LOS F during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria described in Chapter D, an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical movement; an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

Los Angeles Avenue (SR 118) & County Drive

This intersection has a minimum threshold of LOS D. Under Cumulative No Project conditions, the intersection operates at LOS F during the AM peak hour and LOS E during the PM peak hour. With the addition of project traffic, the intersection LOS is LOS F for both peak hours. Per the significance criteria described in Chapter D, an intersection operating at LOS F would have a significant impact if the project adds one or more peak hour trips to a critical movement; an intersection operating at LOS E would have a significant impact if the project adds five or more peak hour trips to a critical turn movement. The project adds more than five trips to several movements, yielding the LOS F conditions for Cumulative plus Project. As a result, the intersection is significantly impacted.

Mitigation measures for the significant impacts noted above are provided in Section 4.9.3 Mitigation Measures, and Table 4.9-13 below summarizes the Cumulative Year plus Project Impact analysis for study roadway segments.

**Impact TRAF-7 Cumulative Plus Project-generated traffic results in traffic levels that exceed the acceptable LOS on the three (3) studied roadway segments along SR 118. Although these segments are estimated to operate at unacceptable LOS *with or without* the proposed project, this is considered to be a significant impact. The reclassification of SR 118 to a 6-lane roadway and the re-striping of SR 118 to 6 lanes would mitigate the impacts to less than significant.**

The reclassification of SR 118 to a 6-lane roadway on the County’s Regional Roadway Map could be accomplished within the planning period. However, re-striping of SR 118 to a 6-lane roadway requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the re-striping project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan. Therefore, unless the re-striping project is re-prioritized within the Congestion Management Plan, the impact remains *significant and unavoidable* and a statement of overriding considerations will be necessary.

Mitigation measures for the significant impacts noted above are provided in Section 4.9.3 Mitigation Measures. Table 4.9-13 below summarizes the Cumulative Year plus Project Impact analysis for study roadway segments. (see Appendix D.2)

**Table 4.9-13 Cumulative Plus Project Roadway Segment Impact Analysis (SR 118)**

Roadway	Classification	Acceptable LOS	Threshold Capacity	Cumulative No Project Volume (LOS)	Cumulative With Project Volume (LOS)	Meets Threshold ?	Impact ?
<i>State Route 118 (Wells Road/Los Angeles Avenue)</i>							
1. Darling Rd to Telephone Rd	Class I - 4 lanes	D	47,000	58,341(F)	65,571 (F)	No	Yes
2. Violeta St to Nardo St	Class I - 4 lanes	D	47,000	60,831(F)	68,987 (F)	No	Yes
3. County Dr to Vineyard St	Class I - 4 lanes	D	47,000	58,504 (F)	63,917 (F)	No	Yes

Based on the analysis summarized in Table 4.9-13, the project results in a **significant cumulative impact** at the following roadway segments on SR 118:

- Wells Road (SR 118) – Darling Road to Telephone Road
- Wells Road (SR 118) – Violeta Street to Nardo Street
- Wells Road (SR 118) – County Drive to Vineyard Street

Detailed information on each of the three studied roadway segments on SR 118 is provided below:

Wells Road (SR 118) – Darling Road to Telephone Road

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Cumulative plus Project conditions, the volume on this segment is 66,465. Since the project adds trips to this segment, the impact is considered significant.

Wells Road (SR 118) – Violeta Street to Nardo Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 68,987. Since the project adds trips to this segment, the impact is considered significant.

Los Angeles Avenue (SR 118) – County Street to Vineyard Street

This roadway segment has a minimum acceptable LOS of D. As a Class I 4-lane facility, this means that the intersection is over the minimum threshold if it exceeds a daily traffic volume (ADT) of 47,000. An impact for a roadway segment exceeding the threshold capacity is considered significant if it adds a single project trip to the segment. Under Existing plus Project conditions, the volume on this segment is 63,934. Since the project adds trips to this segment, the impact is considered significant.

**Impact TRAF-8 Cumulative Plus Project-generated traffic results in traffic levels that do not exceed the threshold for daily traffic volume for all of the studied local roadway segments within the Saticoy community. This is considered to be a *less than significant* impact.**

Table 4.9-14 below summarizes the Cumulative Year plus Project Impact analysis for study roadway segments classified as local roads.

**Table 4.9-14 Cumulative Plus Project Roadway Segment Impact Analysis (Local)**

Roadway	Classification	Acceptable LOS	Threshold Capacity	Cumulative No Project Volume (LOS)	Cumulative With Project Volume (LOS)	Meets Threshold ?	Impact ?
<i>Local Roads:</i>							
<i>Los Angeles Ave</i>							
4. Aster St to Violeta St	Class II – 2 lanes	C	7,000	154 (A)	154 (A)	Yes	No
<i>Lirio Ave</i>							
5. Nardo St to Jacinto St	Class II – 2 lanes	C	7,000	2,600 (B)	5,158 (C)	Yes	No
<i>County Dr</i>							
6. Los Angeles Ave (SR 118) to Rosal Ln	Class I – 2 lanes	C	10,000	598 (A)	2,744 (B)	Yes	No
<i>Telephone Rd</i>							
7. Saticoy Ave to Wells Rd	Divided Arterial	E	36,000	17,147 (C)	21,348 (D)	Yes	No
<i>Azahar St</i>							
8. Alelia St to Campanula Ave	Class I – 2 lanes	C	10,000	901 (A)	2,979 (B)	Yes	No
<i>Nardo St</i>							
9. West of Wells Rd (SR 118)	Class I – 2 lanes	C	10,000	3,222 (B)	7,170 (C)	Yes	No
<i>Rosal Ln</i>							
10. Alelia St to Campanula Ave	Class II – 2 lanes	C	7,000	178 (A)	178 (A)	Yes	No
<i>Snapdragon St</i>							
11. Los Angeles Ave to Jonquil St	Class II – 2 lanes	C	7,000	718 (A)	856 (A)	Yes	No
<i>Aster St</i>							
12. Los Angeles Ave to Wells Rd (SR 118)	Class II – 2 lanes	C	7,000	1,284 (A)	1,427 (A)	Yes	No

Table Source: Fehr & Peers, 2014.

Based on the analysis summarized in Table 4.9-14, the proposed Area Plan plus cumulative traffic results in a **less than significant impact** at the following roadway segments:

- Los Angeles Avenue (Aster Street to Violeta Street)
- Lirio Avenue (Nardo Street to Jacinto Way)
- County Drive (Wells Road to Rosal Lane)
- Telephone Road (Saticoy Avenue to Wells Road (SR 118))
- Azahar Street (Alelia Avenue to Campanula Avenue)
- Nardo Street (Lirio Avenue to Wells Road (SR 118))
- Rosal Lane (Alelia Avenue to Amapola Avenue)
- Snapdragon Street (Los Angeles Avenue to Jonquil Avenue)
- Aster Street (Wells Road (SR 118) to Los Angeles Avenue)

### 4.9.3 Mitigation Measures and Residual Impacts

As mentioned previously, traffic-related impacts can be divided into two categories: direct, project-related impacts and cumulative impacts. Direct, or project-related impacts, are those impacts that are directly caused by a development project. Cumulative impacts are attributed to the collective impacts of multiple development projects that affect any particular transportation facility, including roadways and intersections.

Direct, project-related impacts are mitigated by the construction of the necessary improvements designed to reduce the impact. The amount of project-related traffic and its potential impact is evaluated through the discretionary review process. Improvements are typically implemented as conditions of approval for an individual development project. Cumulative impacts are mitigated by requiring a developer to contribute their “fair share” for the construction of necessary improvements through the County’s “Traffic Impact Mitigation Fee Ordinance” or TIMF (Ordinance No. 4246, adopted January 2002). The Ordinance applies to all development projects that increase traffic in the unincorporated areas. Because the Area Plan update is not a development project, the TIMF Ordinance does not apply and cannot be used as mitigation for potential cumulative impacts.

The impact assessment and mitigation measures identified for this project were based on the legal principles established in *Sunnyvale West Neighborhood Association et. al., v. City of Sunnyvale City Council* (2010), which strongly recommended that a CEQA document include an analysis of the “Existing (environment) Plus Project” scenario<sup>22</sup>. Because the Area Plan update project by its nature, contemplates full buildout of the community, the CEQA “project”

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<sup>22</sup> *Sunnyvale West Neighborhood Association, et. al., v. City of Sunnyvale City Council* (2010). Court decision strongly suggests that “ Existing Environment Plus Project “ scenario should always be included, even in case where the analysis may seem meaningless, such as a long-range development plan. Prior to Sunnyvale, long range development plans would not include an Existing Plus Project analysis.

analysis is similar to an analysis of cumulative impacts. However, for the purposes of assessing traffic-related impacts for this project, impacts generated by full buildout of the community (i.e., Existing Plus Project) are considered the “project” impacts. “Cumulative” impacts are “project” impacts plus traffic impacts that are generated by regional projects, such as those within the City of Ventura.

The following mitigation measures would reduce identified Area Plan cumulative impacts related to transportation and traffic. This study analyzed the full buildout of the Saticoy Area Plan and does not include development. Any traffic-related impacts caused by a singular discretionary development will be evaluated during project permitting, and any necessary mitigation measures would be incorporated as a project condition. Therefore, unless an individual project is determined (through the discretionary review process) to have a direct impact, payment of the TIMF is considered to mitigate cumulative impacts on the facilities identified in this study.

### **Proposed Mitigation – Roadway Segment Impacts (SR 118)**

The following mitigation measure (TRAF-MM1) would be applicable to all of the identified impacts on the analyzed roadway segments on SR 118 including both project and cumulative impacts. This generally includes the entire study segment on SR 118/Wells Road from Darling Road to Vineyard Avenue.

**All Impacts on Roadway Segments and Intersections TRAF-MM1:** Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions. Pending road reclassification and re-striping of SR 118 to 6 lanes, the impact would be *less than significant after mitigation*.

- **Impact Mitigated:** Under Existing plus Project conditions, all studied segments on SR 118 are considered impacted. The addition of project traffic results in the segment operating at LOS E conditions.
- **Implementation:** Reclassification of SR 118 to a six (6) lane roadway would occur during the General Plan Update, tentatively scheduled for completion by 2020. SR 118 is a State highway, and the re-striping would require coordination with Caltrans and the City of Ventura. The re-striping of SR 118 to 6 lanes would also require re-prioritization of the project within the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Based on currently available information, it appears that there is enough right of way and pavement to implement this measure. However, the restriping project is listed but is not prioritized within the Congestion Management Plan to occur within the next 20 years. As currently planned, the re-striping of SR 118 is not likely to occur within the 20-year horizon of the Saticoy Area Plan.
- **Residual Impact:** Although this is a programmatic EIR and no development is being proposed with the adoption of the Area Plan update, individual discretionary development projects will be evaluated on a case-by-case basis for direct impacts and payment of the TIMF will be required to mitigate cumulative impacts to SR 118



segments. However, because the timing and extent of construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

### **Proposed Mitigation – Intersection Impacts (SR 118)**

As previously mentioned, TRAF-MM1 previously described, would also apply to all five of the analyzed intersections to mitigate identified impacts. Two additional mitigation measures (described below) would be applicable to two of the five intersections on SR 118. All five intersections on SR 118/Wells Road were determined to have both project and cumulative significant impacts. The five intersections include:

- **Wells Road (SR 118) & Darling Road**
- **Wells Road (SR 118) & Telephone Road**
- **Wells Road (SR 118) & Violeta Street**
- **Wells Road (SR 118) & Nardo Street**
- **Los Angeles Avenue (SR 118) & County Drive**

The following summarizes applicable mitigation measures, impact mitigated, implementation and residual impact of each intersection.

**Intersection of Wells Road (SR 118) & Darling Road (project and cumulative) TRAF-MM1 (described above) & TRAF-MM2 as follows:** Widen and restripe the eastbound approach to include an exclusive left-turn lane in addition to a shared through/right lane on Darling Road. With the aforementioned improvements, the intersection impact would be *less than significant after mitigation*. To mitigate potential impacts, this mitigation measure must be combined with TRAF-MM1.

- **Impact Mitigated:** Development allowed by the Area Plan, as well as cumulative traffic within the City of Ventura, will result in an increase in project trips traveling through the intersection, which decreases the forecast LOS from D or better to LOS F during the planning period. Under the County and City’s significance thresholds, this creates a potentially significant impact to the intersection of SR 118 and Darling Road.
- **Implementation:** This intersection is currently located within the City of Ventura boundary and not within the County’s purview. The widening/re-stripping of this intersection would require coordination with Caltrans and the City of Ventura.
- **Residual Impact:** Although this is a programmatic EIR and no development is being proposed with the adoption of the Area Plan update, individual discretionary development projects will be evaluated on a case-by-case basis for direct impacts and would be conditioned, as appropriate, to mitigate project-level impacts. Cumulative impacts to this intersection would be mitigated through payment of the TIMF during the approval process for discretionary projects. However, because the timing of construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

**Intersection of Wells Road (SR 118) & Telephone Road (project and cumulative) TRAF-MM1:** Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions. Pending road reclassification and re-stripping of SR 118 to 6 lanes, this would improve operations from LOS F (AM) and E (PM) to LOS D (AM) and C (PM).

However, this improvement would only partially mitigate the intersection. As such, with the aforementioned improvements, the intersection impact would be *significant and unavoidable*.

- **Impact Mitigated:** Cumulative traffic, City of Ventura traffic, and development allowed by the Area Plan including the extension of Telephone Road to Los Angeles Avenue, will result in an increase in project trips traveling through the intersection that decreases the LOS from D or better to LOS E and F during the planning period. Under the County's significance thresholds, this creates an intersection impact.
- **Implementation:** Re-striping SR 118 would require coordination with Caltrans. The widening of SR 118 to 6 lanes requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the widening project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan.
- **Residual Impact:** To fully mitigate impacts to the intersection, it would be necessary to further widen the southbound approach to four through lanes, and to separate the eastbound left-through lane to be exclusive left and through lanes. However, the additional lanes would increase the crossing distance for pedestrians, thus lowering their comfort and level of service. In addition, it is unclear whether the additional lanes could be accommodated within existing right of way. Although is a programmatic EIR and no development is being proposed with the adoption of the Area Plan update, individual discretionary development projects will be evaluated on a case-by-case basis for direct impacts and payment of the TIMF will be required to mitigate cumulative impacts to this intersection. However, because the timing for construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

**Intersection of Wells Road (SR 118) & Violeta Street (project and cumulative) TRAF MM-1 & TRAF-MM3:** Signalize the intersection. This intersection is currently side-street stop controlled, with right-turn only access at the westbound approach. Pending re-striping of SR 118 and signalization of this intersection, the impact would be *less than significant*.

- **Impact Mitigated:** The intersection of Wells Road & Violeta Street operates at an unsatisfactory LOS F during the PM peak hour. The LOS of the intersection as a whole is based on the operation of the most constrained movement rather than of the intersection as a whole. In this case, those movements are the southbound left-turns and the westbound right-turns, but not the through traffic. The westbound approach would experience substantial delays due to increased demand and throughput along SR 118. It is those movements which experience the most delay, which will increase in the future, and the signal will create the gaps needed to serve these movements at a better LOS. The signal warrant worksheet is provided in Appendix E of the Mobility Study (Appendix D.2)
- **Implementation:** This would require coordination with Caltrans who maintains SR 118. It is likely that this improvement would be implemented through the future TIMF program once it is prioritized by Ventura County Transportation Commission in the Congestion Management Plan and by Ventura County Transportation in the Streets

Management Plan (SMP). However, in the event that a single development proposal results in a significant impact at this intersection, the improvements would be required to be made by the developer at that time.

- **Residual Impact:** Signalizing the intersection, along with re-striping/widening the SR 118 corridor to six (6) through lanes with three lanes in the northbound and southbound directions, would improve the operations to LOS C or better. However, because the timing of construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

**Intersection of Wells Road (SR 118) & Nardo Street (project and cumulative) TRAF MM-1:** Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and southbound directions. While this would improve the Level of Service at the intersection, it would not improve it to less-than-significant. As such, the impact is *significant and unavoidable*.

- **Impact Mitigated:** This intersection will provide access to the eastern industrial portion of Saticoy, as well as to Old Town Saticoy. As such, there is an increase in project trips traveling through the intersection that decreases the LOS from D or better to E or F. Under the County's significance thresholds, this creates an intersection impact.
- **Implementation:** Re-striping SR 118 would require coordination with Caltrans. The re-striping of SR 118 to 6 lanes requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the widening project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan.
- **Residual Impact:** To fully mitigate the intersection, it would be necessary to reconstruct the intersection as follows:
  - Further widen the Southbound approach to four through lanes
  - Reconfigure the westbound approach to include dual left-turn lanes, an exclusive through lane, and two right-turn lanes with overlap
  - Further widen the northbound approach to reconfigure the shared through/right-turn lane to exclusive through and right-turn lanes
  - Add a dual left-turn lane at the eastbound approach

Although this is a programmatic EIR and no development is being proposed with the adoption of the Area Plan update, individual discretionary development projects will be evaluated on a case-by-case basis for direct impacts and payment of the TIMF will be required to mitigate cumulative impacts to this intersection. However, because the timing of construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

**Intersection of Wells Road (SR 118) & County Drive (project and cumulative) TRAF MM-1:** Reclassify SR 118 to a 6-lane roadway on the Ventura County Regional Roadway Map, and re-stripe the roadway segment to six (6) through lanes, with three lanes in the northbound and

southbound directions. Pending re-striping of SR 118, the impact would be *less than significant after mitigation*.

- **Impact Mitigated:** This intersection will provide access to the eastern industrial portion of the Saticoy Area, in addition to through trips from the Old Town section of the project area. As such, there is an increase in project trips traveling through the intersection that adds more than 10 trips to the critical turns at the intersection, which is already operating at LOS D. Under the County’s significance thresholds, this would create an intersection impact.
- **Implementation:** This improvement would require coordination with Caltrans. The re-striping of SR 118 to 6 lanes requires that the project be prioritized in the Ventura County Congestion Management Plan and included on Caltrans list of projects for funding. Although the widening project is currently listed in the Congestion Management Plan, the prioritization and timing for construction is not likely to occur within the 20-year horizon of the Saticoy Area Plan.
- **Residual Impact:** Although this is a programmatic EIR and no development is being proposed with the adoption of the Area Plan update, individual discretionary development projects will be evaluated on a case-by-case basis for direct impacts and payment of the TIMF will be required to mitigate cumulative impacts to this intersection. However, because the timing of construction of improvements to SR 118 is not known, the impact remains *significant and unavoidable*.

#### 4.9.4 General Plan Consistency

The Ventura County General Plan goals and policies that apply to transportation/circulation are as follows:

##### 4.2.1 Goals

1. Facilitate the safe and efficient movement of persons and goods by encouraging the design, construction, and maintenance of an integrated transportation and circulation system consisting of regional and local roads, bus transit, bike paths, ridesharing, rail transit and freight service, airports and harbors.
2. Facilitate the safe and efficient movement of persons and goods by designing, constructing, and maintaining a *Regional Road Network* and *Local Road Network* that is consistent with the County road standards and that will function at an acceptable *Level of Service (LOS)*.
3. Ensure that the design, sequencing and timing of road widening projects are consistent with the goals, policies and programs of the General Plan, and that County road widening projects have adequate public review.
4. Ensure that as *discretionary development* creates the need, existing roads within the *Regional Road Network* and *Local Road Network* are improved, and additional roads needed to complement the *Regional Road Network* and *Local Road Network* are constructed, so as to keep all such roads safe and functioning at an acceptable *LOS*.
5. Ensure that *development* which would contribute to the cumulative need for improvements or additions to the *Regional Road Network* bears its pro-rata share of the costs of all such improvements or additions.
6. Promote measures to reduce vehicle miles traveled and disperse peak traffic to better utilize the existing transportation infrastructure.

7. Promote the expansion of a safe, efficient, convenient, integrated and economical community, intercommunity and countywide bus transit system.
8. Encourage transit providers and the Ventura County Transportation Commission to increase ridership and meet the needs of the commuting public and the special transportation needs of the elderly, school children, low income, physically handicapped, other low mobility groups, and bicyclists.
9. Encourage the use of bicycling and ridesharing (e.g., carpooling, vanpooling, and bus pooling) as a percentage of total employee commute trips throughout the County in order to reduce vehicular trips and miles traveled and consequently vehicular emissions, traffic congestion, energy usage, and ambient noise levels.
10. In cooperation with the ten cities and the Ventura County Transportation Commission, plan a system of bicycle lanes and trails linking all county cities, unincorporated communities, and CSUCI.
11. Support the continued expanded operation and use of a rail system that offers efficient, safe, convenient and economical transport of people and commodities throughout the region.
12. Encourage the Union Pacific Transportation Company and the Ventura County Railroad Company to continue to improve their railroad grade crossing surfaces with such improvements as the installation of concrete railroad grade crossing surface panels.

#### 4.2.2 Policies

1. *County thoroughfares* and County maintained *local roads* shall be designed and constructed in accordance with County road standards or better and should primarily serve in-county transportation needs. County roads should not be widened for the purpose of relieving congestion on Federal or State highways or accommodate interregional traffic that is more appropriately served by the Federal and State highway systems.
2. The County road standards, five-year capital improvement programs, and road-improvement design, sequencing and timing shall be consistent with the goals, policies and programs of the General Plan. County road improvement design for safety and level-of-service capacity should, if possible, avoid increasing the number of travel lanes, and the improvements should not be constructed before the need has been demonstrated based on evaluation of current and projected traffic conditions.
3. The minimum acceptable *Level of Service (LOS)* for road segments and intersections within the *Regional Road Network* and *Local Road Network* shall be as follows:
  - (a) *LOS-'D'* for all *County thoroughfares* and *Federal highways* and *State highways* in the unincorporated area of the County, except as otherwise provided in subparagraph (b);
  - (b) *LOS-'E'* for State Route 33 between the northerly end of the Ojai Freeway and the City of Ojai, Santa Rosa Road, Moorpark Road north of Santa Rosa Road, State Route 34 north of the City of Camarillo and State Route 118 between Santa Clara Avenue and the City of Moorpark;
  - (c) *LOS-'C'* for all County-maintained *local roads*; and
  - (d) The *LOS* prescribed by the applicable city for all *Federal highways*, *State highways*, *city thoroughfares* and city-maintained *local roads* located within that city, if the city has formally adopted General Plan policies, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting *development* in the city that would individually or cumulatively affect the *LOS* of

*Federal highways, State highways, County thoroughfares* and County-maintained *local roads* in the unincorporated area of the County.

At any intersection between two roads, each of which has a prescribed minimum acceptable *LOS*, the lower *LOS* of the two shall be the minimum acceptable *LOS* for that intersection.

4. Except as otherwise provided in the Ojai Area Plan, County General Plan land use designation changes and zone changes shall be evaluated for their individual and cumulative impacts, and *discretionary development* shall be evaluated for its individual impact, on existing and future roads, with special emphasis on the following:
  - (a) Whether the project would cause existing roads within the *Regional Road Network* or *Local Road Network* that are currently functioning at an acceptable *LOS* to function below an acceptable *LOS*;
  - (b) Whether the project would add traffic to existing roads within the *Regional Road Network* or the *Local Road Network* that are currently functioning below an acceptable *LOS*; and
  - (c) Whether the project could cause future roads planned for addition to the *Regional Road Network* or the *Local Road Network* to function below an acceptable *LOS*.
5. Except as otherwise provided in the Ojai Area Plan and below, County General Plan land use designation changes and zone changes that would cumulatively cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless the Board of Supervisors adopts a Statement of Overriding Considerations. County General Plan land use designation changes, zone changes and *discretionary development* that would individually cause any of the impacts identified in subparagraphs (a) through (c) of Policy 4.2.2-4 shall be prohibited unless feasible mitigation measures are adopted that would ensure that the impact does not occur or unless a project completion schedule and full funding commitment for road improvements are adopted which ensure that the impact will be eliminated within a reasonable period of time. This policy does not apply to *city thoroughfares*, city-maintained *local roads*, or *Federal or State highways* located within a city unless the applicable city has formally adopted General Plan *policies*, ordinances, or a reciprocal agreement with the County (similar to Policies 4.2.2-3 through 4.2.2-6) respecting *development* in the city that would affect the *LOS* of *County thoroughfares*, County-maintained *local roads*, and *Federal and State highways* located within the unincorporated area of the County. If a Specific Plan for a project has been determined to be consistent with this policy, any subsequent development that is consistent with the Specific Plan will also be determined to be consistent with this policy. Exceptions to the prohibitions of this policy include the following:
  - (a) Farmworker Housing Complexes, Affordable Housing development per Article 16 of the Non-Coastal Zoning Ordinance, and other housing exclusively for *lower-income* households, where such developments are served by roads that are currently operating at *LOS "E"* or better.
  - (b) Additional dwellings and lots on Cultural Heritage Sites as permitted in the Non-Coastal Zoning Ordinance.
  - (c) Agriculture and Agricultural Operations as permitted in the Coastal and Non-Coastal Zoning Ordinances, where such developments are served by roads that are currently operating at *LOS "E"* or better.

6. Development that would generate additional traffic shall pay its pro rata share of the costs of necessary improvements to the *Regional Road Network* per the County's Traffic Impact Mitigation Fee Ordinance as amended time to time.
7. *Discretionary development* shall be conditioned, where feasible, to minimize traffic impacts by incorporating pedestrian and bicycle pathways, bicycle racks and lockers, ridesharing programs, transit improvements (bus turnouts, shelters, benches), and/or transit subsidies for employees or residents of the proposed *development*.
8. In the event that any railroad right-of-way within Ventura County is abandoned in the future, the County Public Works Agency and the General Services Agency shall evaluate the feasibility of acquiring such land for public use such as transit, bicycle and equestrian paths.

The proposed Area Plan contains the following goals and policies related to transportation.

### **Mobility Goal #1**

An adequate, safe, and inter-connected mobility network to serve Saticoy residents, visitors and businesses.

### **Policies**

- MOB-1.1** Road improvements within Saticoy shall ~~occur in conformance with~~ conform to the Vehicular Mobility Map (Figure IV.3) and its related road classifications.
- MOB-1.2** If additional local roads are added within Saticoy, those roads should be:
- Located and designed to improve connectivity within the local road network and Saticoy community; and
  - Constructed to meet appropriate road standards identified in the Saticoy Area Plan unless alternate standards are deemed necessary by the Public Works Agency or the Ventura County Fire Protection District.
- MOB-1.3** To improve safety, air quality, and noise levels in residential areas, the Public Works Agency/Transportation Division shall determine whether trucks with more than two axles on streets within the Residential (RES) and Residential/Mixed Use (R/MU) zones should be prohibited. If a prohibition is justified, the Transportation Division shall make that recommendation to the Board of Supervisors (see MOB-P8).
- MOB-1.4** In order to maximize safety and traffic flow on SR 118, direct access to the SR 118 shall be prohibited when access to private property can be attained from local roads. If direct access to private property is not feasible from local roads, then consolidated, shared driveways or other methods shall be used to minimize access points to SR 118.
- MOB-1.5** Discretionary development shall be designed to incorporate new roads and road improvements as shown on the Vehicular Mobility Map (Figure IV.3). ~~and~~ New roads and road improvements shall be built in accordance with applicable road standards when such roads are located within the ~~development along the~~ property boundary, adjoin the property boundary, or are necessary to mitigate traffic impacts ~~by traffic from associated with~~ the proposed development. Alternatively, discretionary development may be conditioned to make a fair-share contribution to a road improvement program that will build or improve those roads.
- MOB-1.6** Provisions for adequate, long-term private road or alley maintenance shall be required for discretionary development that includes private roads or alleys.

**MOB 1.7** Within Old Town Saticoy, existing street and alley patterns should be retained in order to preserve the area’s small-town scale and planned circulation patterns (Vehicular Mobility Map – Figure IV.3). Street vacations or relocations within Old Town Saticoy may be allowed when the resulting street and block patterns retains or improves connectivity and the small block pattern in Saticoy. (Chapter V(D)(1))

### **Mobility Goal #2**

A local mobility network that supports existing and future development, planned land use, and economic revitalization within Saticoy.

#### **Policies**

**MOB-2.1** ~~The County shall establish a~~ financing and construction program, ~~shall be established as~~ part of a Capital Improvement Plan, or other established program, to build a permanent public road between Lirio Avenue and SR 118 at County Drive. (See Vehicular Mobility Map - Figure IV.3.) Once a program is established, all discretionary development within the West Industrial Section on Lirio Avenue shall be conditioned to make a fair-share contribution to fund the road. (see MOB-P5).

**MOB-2.2** ~~Until such time as a new road~~ Until a new permanent public road between Lirio Avenue and SR 118 is constructed pursuant to MOB-2.1, no new discretionary development shall be approved within the West Industrial Section unless at least one of the following conditions are met:

- The entire project site is located 800 feet or less from the intersection of Nardo Street and SR 118; or
- Secondary access is provided and approved by the County Fire Protection District.

**MOB-2.3** In cases where traffic generated by discretionary development impacts current or future anticipated levels of service on SR 118, or ~~requires~~ necessitates any modifications to SR 118, the County shall conduct timely and ongoing communication with Caltrans.

### **Mobility Goal #3**

A multimodal network that provides alternate modes of transportation for pedestrians, bicyclists and transit users.

#### **Policies**

**MOB-3.1** Discretionary projects, as well as public improvement projects, shall include accessible crosswalks, sidewalks, street lighting, street trees, or other pedestrian amenities as defined in Chapter V (See Road Classifications and Multimodal Map – Figure IV.4). In addition to private development, the financing, construction and maintenance of such improvements may occur through an established fee program funded through in-lieu fees, grants, public/private partnerships, ~~or~~ infrastructure maintenance districts, or any other funding source.

**MOB-3.2** To encourage walking within the Saticoy community, discretionary development shall locate the primary building entry where it is visible from, and accessible to, the public street, and pedestrian links shall be provided from that entry to the



public street. When the scale of the project allows, pedestrian connections and amenities within the project site shall be included.

- MOB-3.3** To increase pedestrian safety within the Town Center and Residential/Mixed Use zones, minimize the number of curb cuts that cross pedestrian routes by methods such as providing access to on-site parking through alleys, if present, and using shared entry/access routes.
- MOB-3.4** Improvements within the public right-of-way should support existing and future transit service by including the following: (a) adequate shoulder for bus stops; (b) adequate space for, and construction of, benches and/or shelters at bus stops; and (c) crosswalks at street corners.
- MOB-3.5** The design of replacement facilities for the Saticoy Drain shall provide the following: (a) vehicular access from SR 118 to L.A. Avenue (Telephone Lane); (b) ~~allowance for completion of future L.A. Avenue~~ completion of the north/south L.A. Avenue road link over the Saticoy Drain; and (c) pedestrian/bicycle facilities that connect L.A. Avenue to Saticoy Park. (See HAZ-P1)
- MOB-3.6** Public or private projects intended to maintain, environmentally restore or enhance the Santa Clara River, Brown Barranca, Franklin Barranca, and Saticoy Drain should incorporate pedestrian and bicycle paths.
- MOB-3.7** ~~Implement the bicycle path, lane, and route improvements as outlined on Figure IV.4 (Multimodal Mobility Map) and ensure that any new or redesigned street allows for adequate bicycle access. New or redesigned public streets shall include the bicycle path, lane, and route improvements outlined on Figure IV.4 (Multimodal Mobility Map).~~
- MOB-3.8** Public or private projects shall include provisions for adequate, safe, and convenient *long-term* and *short-term bicycle parking*, pursuant to Article 8 of the Ventura County Non-Coastal Zoning Ordinance and the *Ventura County Parking and Loading Design Guidelines*.

The proposed goals and policies apply to transportation-related facilities within the Saticoy Area Plan boundary. The proposed goals and policies of the Area Plan will serve to create a more vibrant, compact and multi-modal community in Saticoy. The proposed goals and policies support General Plan Goal 4.2.1.1 and Policy 4.2.2.8 and do not conflict with other policies of the General Plan. Therefore, the proposed goals and policies are consistent with the General Plan.

However, as discussed in section 4.9.2, the proposed Area Plan update could cumulatively cause existing roads within the *Regional Road Network* or *Local Road Network* that are currently functioning at an acceptable *LOS* to function below an acceptable *LOS*, and add traffic to existing roads within the *Regional Road Network* or the *Local Road Network* that are currently functioning below an acceptable *LOS* which would exceed the thresholds of policy 4.2.2.4 (a) and (b). Policy 4.2.2-5 states that if a General Plan land use designation or zoning change exceeds the thresholds, the amendments shall be prohibited unless the Board of Supervisors adopts a Statement of Overriding Considerations. As discussed in section 4.9.2, a statement of overriding considerations will be necessary.

## **4.10 WASTEWATER – COLLECTION AND TREATMENT**

### **4.10.1 Setting**

Wastewater collection in the Saticoy community has been provided by Saticoy Sanitary District (SSD) since the late 1950s. District facilities include the Jose Flores Wastewater Treatment Plant (WWTP) and all of the conveyance system. The District contracts with Ventura Regional Sanitation District (VRSD) for management, operation and maintenance of the WWTP and collection system. The following information was taken from the California Regional Water Quality Control Board Los Angeles Region Waste Discharge Requirements Issued to SSD and the Cease and Desist Order requiring SSD to take actions toward compliance (Order No. R4-2013-0092 Cease and Desist Order No. R4-2013-0098 both dated June 6, 2013).

#### **Background**

Until 1999, wastewater was collected and directed to a centralized septic system. At that time, the wastewater treatment process consisted of primary sedimentation through two parallel concrete septic tanks. The District discharged treated municipal wastewater to evaporation/percolation ponds. In 1999, the Regional Water Quality Control Board, Los Angeles Region (Regional Board) adopted a resolution (Resolution 99-13) that prohibited septic systems in the Oxnard Forebay. Under Resolution 99-13, the installation of new septic systems in the Oxnard Forebay was prohibited and all discharges from existing septic systems were required to cease by January 2008. Saticoy is included within the area covered by Resolution 99-13.

In May 2001, the District received a grant for upgrading the WWTP to comply with Resolution 99-13. Upgrades were made and the District was authorized to discharge treated municipal and commercial/industrial wastewater to evaporation/percolation ponds under Waste Discharge Order (WDR) No. 01-155.

SSD established Pretreatment Ordinance No. SSD-5 which requires installation of a wastewater pretreatment device or system, including grease interceptors and gravity separating devices, to pretreat industrial wastewater flows prior to discharge to SSD sewerage system. SSD has inspected each of the commercial/industrial users within the service area and determined their discharges to be in compliance with SSD Pretreatment Ordinance No. SSD-5.

In 2002, SSD completed construction of the new collection system and the WWTP. The use of all remaining septic systems ceased and the entire Saticoy community was served by the new facilities.

The effluent discharges frequently exceeded total dissolved solids (TDS) and sulfate interim limits prescribed by the applicable Regional Board's WDR Order No. 01-155. Therefore, the Regional Board issued Time Schedule Order (TSO) No. 01-156 to allow SSD to come into compliance with the WDR within a specified time frame. From 2003 until 2012, SSD conducted numerous tests to determine the reason for exceeding prescribed limits.

In November 2012, SSD concluded that the shallow perched groundwater in the northern portion of the collection system is of extremely poor (brackish) quality and is seasonally shallow enough to infiltrate the deficient collection system and affect the quality of the treatment plant effluent. In addition to percolation of rainwater and landscape irrigation return flows, the present groundwater quality is impacted by historical land uses such as agricultural return flows and septic system discharges through seepage pits that existed prior to the complete installation of the community sewer system.

### **Facility and Treatment Process Description**

The WWTP and evaporation/percolation ponds are located adjacent to the north bank of the Santa Clara River at the southwest edge of the Saticoy Area Plan boundary. Brown Barranca borders the site to the east and conveys storm runoff from the Saticoy area to the Santa Clara River.

Presently, SSD provides sewage collection and treatment to approximately 271 connections, including 177 residential and 94 commercial/industrial connections, with an estimated population of just over 1,000 persons in the Saticoy community.

The Jose Flores WWTP has a design capacity of 250,000 gallons per day (gpd). Present average dry weather flow is 100,000 gpd and the peak flow during rainy season is up to 200,000 gpd.

The WWTP utilizes secondary wastewater treatment. The treatment process starts at the headworks where wastewater is passed through an “auger monster” to remove trash. Wastewater is then pumped to the sequencing batch reactors for biological treatment. The treated effluent is discharged to evaporation/percolation ponds located along the north bank of the Santa Clara River.

Sludge from the sequencing batch reactor is pumped into an aerobic digester for primary stabilization and then is transferred into a Geotube® for separation of water from the biosolids. The Geotube® is a porous bag that allows for storage, containment, and dewatering of biosolids. When the bags are full and sufficiently dry they are opened and the dried biosolids are hauled to the landfill for disposal.

Two monitoring wells are located near the northeast and southwest corners of the five percolation/evaporation ponds and are used to evaluate any impact from the effluent discharges to groundwater. Historical groundwater monitoring data indicated that depths to groundwater ranged from approximately 23 to 78 feet below ground surface (bgs) during the past ten years. Based on the review of project files, Regional Board staff determined that the existing groundwater monitoring network is inadequate for evaluating any impact from the effluent discharges to groundwater and required SSD to drill a third well.

### **Regulatory Setting and Compliance**

The Regional Board adopted a revised Water Quality Control Plan for the Los Angeles Region: Basin Plan for the Coastal Watersheds of Los Angeles and Ventura Counties (Basin Plan) on June 13, 1994, which has been amended by various Regional Board Resolutions. The Basin Plan applies to the Santa Clara River watershed and it: (i) designates beneficial uses for surface and groundwater, (ii) establishes narrative and numerical water quality objectives that must

be attained or maintained to protect the designated (existing and potential) beneficial uses and conform to the State's antidegradation policy, and (iii) includes implementation provisions, programs, and policies to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations.

Since the WWTP was constructed in 2002, effluent discharges have intermittently exceeded TDS, sulfate, chloride, boron, and total nitrogen interim limits even with completion of the major tasks identified in TSO No. 01-156. As such, the Regional Board has issued two Notices of Violations (NOV) along with a Monitoring and Reporting Program and a Cease and Desist order that requires SSD to achieve compliance with their waste discharge requirements for the WWTP. Currently, the deadline for full compliance is June 2015. The Regional Board can impose fines if full compliance is not achieved.

SSD has completed all of the required actions except for the complete replacement/repair of all lateral sewer lines within the areas specified in the lateral sewer work plan. In January 2015, SSD was awarded a \$400,000 Community Development Block Grant (CDBG) to assist with the repair of the laterals. The Regional Board has given this project a completion deadline of June 2015. SSD has requested an extension of the deadline to December 31, 2015. No additional upgrades or improvements are planned at this time. However, even if no additional growth takes place in Saticoy, future improvements will eventually be required.

#### 4.10.2 Impact Analysis

##### Thresholds of Significance Criteria

According to the Ventura County Initial Study Assessment Guidelines (2011), the following criteria is used to complete the initial study checklist and determine potential impacts related to sewage collection and treatment facilities:

1. **No Impact (N)** - A determination of N will be made for project and cumulative impacts when it is determined that:
  - The proposed project will not generate sewage and connection to public sewer is not required.
  - The sewer entity has indicated that the facility has existing capacity to serve the project and cumulative development and no improvements to existing facilities are required.
  - The sewage treatment facility is operating in conformance with California Regional Water Quality Control Board requirements.
2. **Less than Significant Impact (LS)** - A determination of LS will be made when a connection to a sewage treatment facility is required and it has been determined that for project and cumulative projects:
  - The sewer entity has indicated that the facility has sufficient capacity when the project includes improvements to existing, or construction of new, sewer mains and/or facilities.
  - The California Regional Water Quality Control Board requirements include improvements to existing facilities.

3. **Potentially Significant Impact-Mitigation Incorporated (PS-M)** - A determination of PS-M will be made when the sewer entity or California Regional Water Quality Control Board has indicated that the facility does not have sufficient capacity to serve the proposed project and cumulative development. Incorporation of project conditions and mitigation measures for improvements required by the sewer entity or Regional Water Board will reduce the potential impact to a level considered LS.
4. **Potentially Significant Impact (PS)** - A determination of PS will be made when the project may individually or cumulatively generate sewage effluent which will be discharged to and exceed the capacity of an existing facility or ancillary facilities when it cannot be feasibly mitigated to a LS level with improvements or currently available information.

Based on these criteria, the Initial Study analysis resulted in a potentially significant impact as discussed below.

### Impact Analysis

**Impact WW-1** New development facilitated by the Area Plan update would incrementally increase wastewater flows to the WWTP as new development is realized. Estimates indicate that existing development plus full buildout allowed by the Area Plan could generate up to 634,802 gallons per day (gpd), which far exceeds the current WWTP capacity of 250,000 gpd. While incremental growth will be evaluated on a case-by-case basis and may be approved during the planning period based on a determination of adequate capacity, it is clear that cumulatively, full buildout allowed by the Area Plan would exceed capacity and therefore, result in a potentially significant impact. Upgrades to the wastewater treatment plant or alternative measures will be required to accommodate full buildout of the Area Plan. Although new development must be served by the collection and treatment facilities and contribute their fair share for plant expansion, the impact of the proposed Area Plan update on wastewater facilities far exceeds the wastewater treatment plant capacity and will be *significant and unavoidable* and a statement of overriding considerations will be necessary.

Increased development facilitated by the Area Plan update would incrementally increase flows to the WWTP. As noted previously, the WWTP has a design capacity of 250,000 gallons per day (gpd). Present average dry weather flow is 100,000 gpd and the peak flow during rainy season is up to 200,000 gpd. Once replacement of the lateral lines is completed, it is anticipated that infiltration will be reduced by 50 percent which would result in a flow of approximately 150,000 gpd during rainy season. According to Ventura Regional Sanitation District (VRSD) staff that operates the SSD facilities, the WWTP cannot exceed 80 percent of its capacity (or 200,000 gpd), without a plan for upgrade in accordance with RWQCB requirements (R. Jones, Wastewater Superintendent, January 2015).

Development facilitated by the Area Plan would increase the population of the Saticoy community by an estimated 373 new residents (3.39 residents x 110 units). Using the wastewater generation factors provided by Ventura County Public Works Agency Water and Sanitation Department (Susan Pan, Manager of Planning, Design, and Construction, November

2014), new residential development would generate approximately 29,840 gpd and commercial and industrial development would add a maximum estimated 511,202 gpd, totaling 534,802 gpd of additional effluent. This represents a 435 percent increase above existing wastewater flows to the WWTP and approximately 357 percent of the available capacity during dry weather flow and more than 10 times the available capacity during rainy season.

It is important to note that these numbers represent full buildout at the maximum intensity allowed by the proposed Area Plan. For reference, annual development assumptions can be made to estimate when the WWTP will reach the 80 percent threshold. Assuming buildout of the Area Plan would occur in equal increments annually over the 20 year planning horizon, new development would generate an estimated increase of approximately 26,740 gpd per year (534,802/20 years). This means the WWTP would be at 80 percent capacity in approximately 5.5 years, at which time a plan for upgrade is required by RWQCB. Although incremental growth will be evaluated on a case-by-case basis during the permitting process.

Table 4.10-1 shows a breakdown of projected wastewater generation.

**Table 4.10-1 Estimated Wastewater Generation (Full Buildout of Area Plan)**

Land Use	Forecast Population/Acreage Increase	Per Capita/Acre Wastewater Generation	Wastewater Generation
<b>Existing Wastewater Generation</b>	---	----	<b>100,000 gpd</b>
<b>Proposed Additional Wastewater Generation</b>			
Residential	373 people (a)	80 gpd per capita	29,840 gpd
Commercial	4.4 acres	3,910.22 gpd/acre	17,205 gpd
Industrial	36.79 acres	5,865.33 gpd/acre	215,785 gpd
Increased Intensity - commercial(b)	8.75 acres (315,000 sq ft)	3,910.22 gpd/acre	34,214 gpd
Increased Intensity - industrial(b)	41.6 acres (1,497,600 sq ft)	5,865.33 gpd/acre	243,998 gpd
Decreased Intensity - single family	-23 units (-78 people)	80 gpd per capita	-6,240 gpd
<b>Total Proposed Additional Wastewater Generation</b>			<b>534,802 gpd</b>
<b>Total Wastewater Demand at Buildout</b>			<b>634,802 gpd</b>

(a) 110 potential new units x 3.39 persons per household per Market Study (Appendix C)

(b) Based on staff analysis of parcels that are proposed to be re-designated for greater development intensity.

As noted, it is anticipated that when the lateral lines are all replaced or repaired, the available capacity will improve during the rainy season as rainwater currently enters into the system through damaged lines and the shallow perched water table and illegal connections. SSD is currently conducting smoke testing to identify additional areas where the infiltration of

stormwater occurs. Once identified, a course of action will be determined to make necessary improvements to the system.

The estimated wastewater flows shown in Table 4.10-1 above, represent a maximum intensity, assuming full buildout of the Area Plan over the course of the 20-year planning horizon. As shown, estimated total wastewater generation would far exceed the plant capacity of 250,000 gpd. However, full buildout of the Saticoy Area Plan at the maximum intensity is not likely for several reasons. First, new development in Saticoy is limited to a ¾-inch line by the City of Ventura's Extra-Territorial Water Policy. This water meter size limits development to low water-using commercial and industrial development, single family dwellings, and duplexes. Thus, high water demand industrial uses would not be feasible. In addition, as evidenced by the current amount of wastewater generated, current industrial land uses (e.g., construction yards, mini storage, and storage containers) are not high water demand uses, nor are they heavily landscaped. Unless the City's water policy changes, or the City's proposed water in-lieu fee ordinance is adopted (see Section 4.3) and offered to developers in Saticoy, or Saticoy is annexed during the Area Plan planning horizon, the uses are not likely to intensify to the maximum potential allowed by the Area Plan. In any event, the worst-case scenario (i.e., full buildout of the Area Plan) would result in much greater wastewater generation than the treatment plant can handle.

Analyzing the current ratio of water consumption to wastewater generation provides another methodology for estimating potential impacts to wastewater. Based on the current total water demand of 134,269 gpd (Ventura Water, 2014) and wastewater generation of approximately 100,000 gpd (Regional Board Order No. R4-2013-0092 dated June 6, 2013), wastewater generation totals approximately 75 percent of the water demand. Although the estimates in Table 4.10-1 are very conservative (i.e., on the high end), if the estimates were reduced by 25 percent in accordance with the current water demand/wastewater generation ratio, the wastewater generation would be approximately 512,702 gpd and still far exceed the treatment plant capacity of 250,000 gpd. Under a third scenario, using an estimated water demand of 441,018 gpd for new and increased water demands as estimated in Section 4.3, (see Appendix D - 5, Table 3-3), the anticipated wastewater generation would be 330,763 gpd (with the 25% reduction). Under this scenario, the wastewater generation would also far exceed the treatment plant capacity of 250,000 gpd. Under all scenarios, this is considered a ***significant, unmitigatable impact*** and a statement of overriding considerations will be required.

**Impact WW-2** The existing wastewater collection system was designed for current population and levels of development. New development and increases in development intensity proposed by the Area Plan will eventually exceed the capacity of the existing collection system. Although new development must be served by the collection and treatment facilities and contribute their fair share for plant expansion, the impact of the proposed Area Plan update on wastewater facilities will be ***significant adverse impact*** and a statement of overriding considerations will be necessary.

The existing wastewater collection system in Saticoy was designed to accommodate the current population and development levels. New development and intensification of existing development as proposed by the Area Plan will likely exceed the capacity of the existing collection system. As indicated in Table 4.10-1, existing wastewater flows plus full buildout of the Area Plan will exceed the WWTP capacity by more than double. As such, the collection system capacity will also be exceeded beyond its design capacity. The impact of increases in wastewater demand associated with new development and increased intensification of existing development on the existing collection system will be evaluated on a case-by-case basis during the discretionary review process. This is considered a *significant, unmitigatable impact* and a statement of overriding considerations will be necessary.

### 4.10.3 Mitigation Measures and Residual Impacts

The current SSD facilities were designed to accommodate existing population and development. As indicated, the Saticoy WWTP does not have adequate capacity or infrastructure to accommodate maximum development that is allowed by the proposed Area Plan. However, new development (including any intensification of existing development), will be reviewed on a case-by-case basis for adequate wastewater capacity through the discretionary review process. Developers would be required to assess the available demand and needed capacity through a sewer study and if necessary, upgrade infrastructure to accommodate their wastewater generation. New development cannot be approved if treatment plant capacity is not available pursuant to existing General Plan policy 4.4.2.2. In addition, proposed Area Plan policies and Program PF-P2 3# address the need for upgrading and expanding capacity of the treatment plant by collecting funds from developers based on a “fair-share” fee program that would be established by SSD. Further, Program PF-P2 3# allows the County to convert the SSD to a County Service Area or Community Services District for the provision of wastewater collection and treatment under the County’s purview, if deemed necessary.

Finally, many of the policies of both the General Plan and Area Plan listed herein (Section 4.10.4), provide guidance for water conserving measures, installation of grey water systems, design of laterals to minimize filtration into the wastewater system, and routine inspections of facilities to manage potential infiltration and excessive inflow. Water conserving measures and greywater systems will help reduce wastewater generation by reduced water demand and re-use of grey water for landscaping. Similarly, reduction of infiltration will also reduce wastewater generation by not allowing groundwater and stormwater to enter the treatment plant. (Although such measures are important, they are not likely to result in enough capacity at the WWTP to allow for full buildout.)

As stated previously, it is unlikely that the development in Saticoy will reach full buildout allowed by the Area Plan given other constraints such as water supply, which is limited by the City of Ventura’s Extra-Territorial Water Policy. Regardless, new development is required to be connected to the WWTP. If there is insufficient facility capacity, either upgrades will be required, alternative wastewater treatment options will be pursued such as, tie-ins to the City of Ventura system, or the development will not be allowed. Pending resolution and



implementation of one of these options, wastewater treatment could be mitigated. However, none of the options are currently funded or under consideration for implementation. Although the existing policies will not allow wastewater demand of new development to exceed the treatment plant and collection system capacity, project and cumulative impacts to wastewater are ***significant and unmitigatable*** and a statement of overriding considerations will be necessary.

Residual Impacts. In the event that significant new development or intensification of existing development occurs, expansion of the WWTP may be necessary. However, expansion of the WWTP may be limited by the lack of space. Further, construction and operation of an expanded WWTP and improvements to the collection system could result in additional secondary impacts. Potential short-term, adverse impacts may include construction-related noise, air quality and traffic.

Conversely, potential long-term, beneficial impacts would include expanded capacity to accommodate new development and revitalization of Saticoy, improved discharge that meets RWQCB discharge requirements, reduction in infiltration, and ability to incorporate the production and use of recycled water.

#### **4.10.4 General Plan Consistency**

The *countywide General Plan* contains the following goals and policies related to wastewater collection, storage and disposal:

##### **4.4.1 Goals**

1. Ensure the provision of adequate individual and public sewage/ waste collection, treatment and disposal facilities to meet the County's current and future needs in a manner which will protect the natural environment and ensure protection of the public's health, safety and welfare.
2. Ensure continuous waste disposal capacity to meet the County's current and projected waste disposal needs.

##### **4.4.2 Policies**

1. *Community sewage treatment facilities and solid waste disposal sites* shall be deemed consistent with the General Plan only if they are designated on the Public Facilities Map. *On-site septic systems* (i.e., *individual sewage disposal systems*), *on-site wastewater treatment facilities*, *waste transfer stations*, *off-site waste treatment facilities* and on-site storage facilities are consistent with the General Plan if they conform to the *goals, policies and programs* of the General Plan.
2. Any subdivision, or discretionary change in land use having a direct effect upon the volume of sewage, shall be required to connect to a public sewer system. Exceptions to this policy to allow the use of septic systems may be granted in accordance with County Sewer Policy. Installation and maintenance of septic systems shall be regulated by the County Environmental Health Division in accordance with the County's Sewer Policy, County Building Code, and County Service Area 32.
3. In order to reduce the need for additional wastewater treatment capacity, the County shall:
  - require new *discretionary development* to utilize water-conserving design features;

- encourage the retrofitting of existing uses and buildings with water-conserving devices;
  - require that new wastewater lateral and trunk collection lines be designed to allow the minimum feasible amount of inflow and infiltration into the wastewater collection system.
  - periodically inspect existing lateral and trunk collection lines to identify areas subject to excessive inflow and infiltration and remedy identified problems as feasible.
4. *Discretionary development* adjacent to existing and proposed waste treatment, transfer and disposal sites, as identified in the Countywide Integrated Waste Management Plan, shall not conflict with the current and anticipated future use of these waste facilities.

The *proposed Area Plan* contains the following goals, policies and programs related to wastewater collection, storage and disposal:

### **Public Facilities Goal #2**

Water conservation and water quality protection measures are implemented in new construction, landscaping and irrigation systems.

#### **Policies**

- PF-2.1** Discretionary development shall be designed to protect water quality and maximize the use of water conservation measures through the use of techniques such as:
- Water-conserving landscaping and irrigation systems);
  - Low impact development practices;
  - Use of dual flush toilets and other water-saving appliances; and/or
  - Installation of gray water systems.
- PF-2.2** Discretionary development shall be designed to utilize natural drainage and topography to convey stormwater to the maximum extent practicable and shall be conditioned to minimize soil erosion, downstream siltation, and pollution of surface and stormwater pursuant to the requirements of the Ventura Countywide Municipal Stormwater Permit Order No. R4-2010-0108, as amended.
- PF-2.3** Discretionary development shall be designed to adequately protect groundwater quality as determined by the Watershed Protection District.

### **Public Facilities Goal #3**

Wastewater collection, storage and treatment facilities are made available to serve existing and planned development in Saticoy.

#### **Policies**

- PF-3.1** All development that generates wastewater shall be connected to the Saticoy Sanitary District's collection and treatment system, or its successor. All development shall include necessary sewer connections and shall contribute its fair-share costs to an established fee program to upgrade the treatment plant.

- PF-3.2** The pace of development within Saticoy shall be consistent with the capacity of the Saticoy Sanitary District to collect, store and treat additional wastewater.
- PF-3.3** Wastewater disposal facilities shall be designed to protect groundwater resources pursuant to all applicable laws and regulations.

In addition, the following programs are included that address wastewater collection and treatment:

**PF-P2** Ensure Adequate Sewage Treatment Capacity: The County will initiate discussions with the Saticoy Sanitary District (SSD) to evaluate options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development in Saticoy. Should the SSD agree to implement one or more of the identified options, the County would request that the SSD establish a capital-improvement-program that would allow SSD to construct necessary improvements to the treatment plant for the purpose of expanding its capacity to support planned development in Saticoy. Financing mechanisms for planned improvements could include grants or a fair-share contribution program applied to private development. Should the Board of Supervisors deem it necessary and appropriate for the Saticoy community, the County should seek to convert the SSD to a special district (i.e., County Service Area or Community Services District).

**PF-P2** Expand Water Resource and Water Conservation Options: Evaluate the following options:

- ~~Install infrastructure to allow for public and private reclamation of urban wastewater from Saticoy Sanitary District, (e.g., dual plumbing) for landscaping or other non-potable uses.~~
- ~~Determine the feasibility of establishing a County Service Area (CSA) by acquiring existing, unused water allocations from pumpers within the Santa Paula Groundwater Basin for the purposes of providing either non-potable or potable water for private developers in Saticoy. (Such allocations may be available from Alta Mutual Water Company and/or other entities.)~~
- ~~Capture urban runoff and stormwater for treatment and groundwater recharge.~~

**PF-P3** Ensure Adequate Sewage Treatment Capacity:

- ~~The Saticoy Sanitary District shall options for upgrading the collection and treatment systems for the Saticoy Wastewater Treatment Plant to allow for anticipated growth and development within the Saticoy community. This action includes establishment of a fee program to help fund necessary improvements to the treatment plant.~~
- ~~The County shall seek to convert the Saticoy Sanitary District to a special district (i.e., County Service Area or Community Services District) if deemed necessary and appropriate for the Saticoy community.~~

Proposed goals, policies and programs in the Area Plan related to wastewater support and do not conflict with the goals and policies in the General Plan. Although full buildout of the Area Plan at maximum capacity would result in wastewater generation that exceeds the current

capacity of the WWTP, new development will be reviewed on a case-by-case basis during the development review process and will not be allowed if there is insufficient treatment plant or collection system capacity. Therefore, the proposed Area Plan update is consistent with the General Plan.

## **4.11 HOUSING – JOBS/HOUSING BALANCE**

### **4.11.1 Setting**

Although approval of the Area Plan update will not result in direct physical changes to the environment, it does involve the re-designation of certain parcels from Residential to Industrial use in Old Town Saticoy. Some of the re-designated parcels are currently vacant and some contain existing, low-density residential development (although they are currently zoned 12 du/acre). In addition, the project involves the re-designation of certain parcels from Industrial to Mixed Use as shown on the proposed Land Use Map (Figure 2-5). Some of those re-designated parcels are currently vacant, and some contain existing low-density residential development or industrial use. The re-designations are intended to result in new development and re-development of those parcels over time, with the associated conversion of housing to industrial use and industrial to mixed use that includes new, higher-density residential uses.

#### **Project Objectives**

As stated in the Project Description, the Area Plan re-designations and associated Development Code are intended to encourage the construction of a variety of housing types that would likely be affordable for residents in the Saticoy Area Plan community. This objective is planned to be achieved through the following actions:

- The project includes a “Residential/Mixed Use” (RMU) zone to increase the amount of land planned for multi-family housing (or multi-use development that includes such housing) at a maximum density of 20 dwelling units per acre;
- The Development Code would allow the construction of triplex, and quadplex units on larger lots within the existing residential areas (RES zone), where currently such areas only allow the construction of single-family and duplex units;
- The Use Matrix will allow residential development (i.e., “Live/Work Units”), as a secondary use in the commercial district which is zoned Town Center (TC); and
- The Design Guidelines and Development Code are expected to result in well-designed structures and residential neighborhoods.

These project features were developed to achieve a project objective, which is to provide an appropriate ratio between jobs and housing within Saticoy and the nearby surrounding area.

#### **Saticoy Housing Market**

According to the Market Study prepared for this project (MR+E, January 10, 2014), the median sales price for single-family dwelling units in Saticoy was \$187,000 in 2012. This value is based on review of sales data recorded by the Ventura County Assessor. The Ventura County

2014-2021 General Plan Housing Element (2013) identifies affordable for-sale housing prices in the unincorporated areas of Ventura County as units that costs up to \$422,745 for low-income households, up to \$264,215 for very-low and up to \$158,530 for extremely-low income households in 2011. Thus, the median sales price for single-family dwelling units in 2012 for Saticoy was below the very-low income maximum affordable for-sale unit cost as reported in the County's State-certified Housing Element. It is reasonable to assume that although housing prices in Saticoy may have increased over the past few years, (in keeping with regional housing price trends), it is also reasonable to assume that prices would still be considered affordable for lower-income households. Further, the proposed Area Plan focuses on the development of multi-family units which typically cost less to either rent or purchase than single-family. Therefore, based the reported values summarized above, it is also reasonable to assume that the housing supply within Saticoy is considered to be affordable to lower-income households.

#### 4.11.2 Impact Analysis

##### Thresholds of Significance Criteria

According to the ISAGs, a project that is located outside of the Coastal Zone could have a significant effect on the environment related to housing if it eliminates existing lower-income units or, if it will create additional demand for low-income housing by providing 30 or more new full-time or full-time equivalent employees. As discussed in the Initial Study (Section 26, Appendix A), the proposed Area Plan is expected to result in a *net increase* of 110 residential units at full buildout. Therefore, because housing within the Saticoy Area Plan boundary is considered to be affordable to lower-income households and the Area Plan will result in a net increase in housing, it will have a less than significant impact on the existing housing stock and is not further discussed in this analysis. However, because the proposed Area Plan is projected to allow for a significant number of new jobs, a discussion of potential impacts related to the creation of new employment opportunities is provided in the following analysis. In addition, General Plan Policy 3.4.2-8 states: "As Area Plans are prepared or updated, planned industrial and commercial areas shall be evaluated to assess the impact on jobs/housing balance within the community and region." Therefore, the potential impacts related to jobs and housing balance are considered here.

Threshold. Pursuant to General Plan Policy 3.4.2-9, projects that would result in new jobs in the County have an impact on the demand for housing. However, only projects that result in 30 or more new full-time-equivalent ("FTE") *lower-income* employees would have a significant project-specific and cumulative impact on the demand for housing because the General Plan shows that there is potentially insufficient inventory of land to develop *lower-income* housing (see General Plan Land Use Appendix Chapter 3.3.7). Conversely, projects that would result in fewer than 30 new, FTE employees or projects that would result in 30 or more moderate or upper income FTE employees do not have a significant project-specific or cumulative impact on the demand for housing.

It is important to note that the General Plan Policy (3.4.2-9) that establishes the criteria for determining a significant impact on housing, was adopted at a time when the Ventura County Housing Element indicated that there was an insufficient inventory of land to develop enough

lower-income housing to meet the Regional Housing Needs Assessment (RHNA). However, the current, state certified 2014-2021 Housing Element shows an adequate inventory of land for development of low-income housing. Nonetheless, the ISAGs set forth the County's adopted thresholds for determining a project's impacts on housing supply. Therefore, for this analysis a broader perspective on the county-wide jobs-housing balance ratio as presented in the County's 2014-2021 Housing Element is used to discuss impacts of the Saticoy Area Plan update on regional housing supply.

### **Project Impacts:**

**Impact HJ-1 The proposed Saticoy Area Plan update will allow new development that could result in 30 or more new full-time equivalent lower-income employees. People who work in Saticoy may live in the City of Ventura or other nearby communities. Many Saticoy residents are employed outside the Area Plan boundary and within the City of Ventura or other nearby communities. In addition, the growth of individual businesses within the Area Plan boundary, and the attendant new employees resulting from that growth, could be accommodated by housing within the City's Saticoy-Wells Community or by housing elsewhere in Ventura, Oxnard, Santa Paula, Fillmore, Moorpark or other communities within the County. People who fill new employment opportunities in Saticoy would depend on the regional supply of housing and would not be dependent upon housing within the Saticoy community. Given both the regional and local options for housing, the potential growth of individual businesses in Saticoy will have a *less than significant* project impact on the demand for low income housing.**

Although approval of the Area Plan update will not result in direct physical changes to the environment, it does involve the re-designation of certain parcels from Residential to Industrial use and the re-designation of certain parcels from Industrial to Mixed Use (see Area Plan and Zoning Land Use Maps). The project also includes the construction of new roadway improvements (similar to road improvements included in the existing Area Plan) that are intended to facilitate the intensification of use within existing industrial areas and facilitate redevelopment within commercial areas (i.e., areas zoned Town Center).

Consistent with General Plan Policy 3.4.2-9, the ISAGs set the threshold for significant impacts as any employment generating, discretionary project that results in 30 or more lower-income, full-time-equivalent employees (FTE). The proposed changes to land use, summarized above and within the Project Description, are expected to result in new development and re-development of certain parcels within the Saticoy Area Plan within the planning period. Over time, the associated conversion of housing to industrial use, when combined with an increased intensity in industrial uses, could result in the addition of 30 or more new lower-income FTEs. However, as discussed below, the jobs/housing balance in Saticoy is a regional issue that should be looked at in a broader context. Also, the demand for new housing resulting from future industrial or commercial development in Saticoy will depend upon the

construction of key infrastructure improvements identified in the Saticoy Area Plan update, including new road connections and water and sewer infrastructure improvements. For example, the Market Study prepared for the Saticoy Area Plan indicates that the intensification of industrial use (and thus job generation) within the Western Industrial Section will only occur if a new road connection is built between Lirio Avenue and SR-118.

Despite the uncertainty associated with future job creation within Saticoy, this section assumes a “worst case scenario” (or best case in economic terms), in which the necessary infrastructure improvements do occur and a maximum, market-based level of development occurs within Saticoy’s industrial and commercial sectors. Based on these assumptions, the Project Description includes a potentially large increase in new employees (1,929 – 3,858 employees) generated by redevelopment and new development during the planning period. Based on the Market Study, it is reasonable to assume that the majority of the new jobs would be in sectors similar to the existing employment profile, (i.e., retail, construction, waste management, and equipment leasing positions). These are all typically lower wage earning positions.

Saticoy is a small community, both in terms of its physical size (~240 acres) as well as the number of existing households within its boundary (~260). As shown on the Location Maps (Figures 2-1 and 2-2), Saticoy will someday form the southeast corner of the City of Ventura, and the unincorporated community of Saticoy is included in the City’s Saticoy-Wells Community Plan. Due to this proximity, it is reasonable to assume that many people who work in Saticoy will live in the City of Ventura or other nearby communities. It is also reasonable to assume that many Saticoy residents are employed outside the Area Plan boundary and within the City of Ventura or other nearby communities. Finally, it is reasonable to assume that the growth of individual businesses within the Area Plan boundary, and the attendant new employees resulting from that growth, could be accommodated by housing within the City’s Saticoy-Wells Community or by housing elsewhere in Ventura, Oxnard, Santa Paula, Fillmore, Moorpark or other communities. People who fill new employment opportunities in Saticoy would depend on the regional supply of housing and would not be dependent upon housing within the Saticoy community. For example, some new employees may already have housing within the City’s Saticoy-Wells community or elsewhere in the City of Ventura. In addition, the City of Ventura is planning to build more than 1,000 new dwelling units within the adjacent Saticoy/Wells Community Plan boundary. Still others may be accommodated by the new housing units planned for the unincorporated portion of Saticoy. Given both the regional and local options for housing, the potential growth of individual businesses in Saticoy is not considered to have a significant project impact on the demand for low-income housing. The impact is considered *less than significant*.

#### **Cumulative Impacts:**

**Impact HJ-2    The proposed Saticoy Area Plan update will allow new development that could result in a substantial increase in employment opportunities for Saticoy residents as well as people who live in other areas of Ventura County. When projected housing and employment opportunities created**

by full buildout of the Area Plan update and the RTP population and employment projections are combined, the county-wide jobs/housing ratio is anticipated to range from 1.30:1 to 1.31:1 and will remain “in balance”. Therefore, the impact of full buildout of the proposed Area Plan will be *less than significant* on Ventura County’s jobs/housing balance ratio.

The basis for this cumulative impact analysis (and the associated General Plan Policy 3.4.2-9) is the evaluation of the balance between housing supply and employment. In this context, the effects of the Area Plan are evaluated here as a cumulative impact. As discussed in the Project Description (section 2.0) and shown in Table 4.11-1 below, the proposed Area Plan is calculated to allow for a range of approximately 1,929 - 3,858 new employees over existing conditions.

**Table 4.11.1 Building Intensity/New Employees**

<b>Industrial/Commercial Areas</b>	<b>Potential Increase in Employees</b>	<b>Maximum Potential Increase in Employees (w/2 &amp; 3 stories)</b>
West Industrial Section	1,340	2,680
South Industrial Section	175	350
Old Town Industrial	250	500
Commercial/Town Center	164	328
<b>Total</b>	<b>1,929</b>	<b>3,858</b>

As mentioned previously, build-out of the updated Area Plan is also estimated to result in a gain of approximately 110 additional residential units over current conditions in the Saticoy Area Plan boundary.

Using the formula and thresholds found in the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Growth Forecasts* (adopted by the SCAG Regional Council on April 4, 2012), the incremental change in jobs and housing over a period of time can be calculated. The change is expressed as a ratio that compares the increase in the number of jobs to the corresponding increases in housing supply during that time period. The Saticoy Area Plan is intended to have a 20-year time horizon (i.e., 2015-2035). According to the RTP Growth Forecasts Report, a community is considered to be “balanced” if it is within the jobs/housing range of 1.10:1 to 1.34:1.

Saticoy Area Plan Growth. Based on the incremental change formula, and assuming full build-out of the Area Plan (in 2035), the jobs/housing ratio for development within the Saticoy Area Plan boundary (only) would be 11.62:1 to 23.24:1 which would be an extremely jobs rich scenario. However, for the reasons summarized above, it is not realistic to assume that all of



the workers that might be employed in Saticoy will live in Saticoy. The recent Market Study bears this out. As documented in the Market Study, Saticoy is a regionally important industrial area in Ventura County, currently providing approximately 843 jobs. Since only 290 Saticoy residents (out of a total of 1,029) are actively in the workforce (Market Study, January 2014), it is clear that at least 550 people employed in Saticoy already live elsewhere. Therefore, as stated above, the jobs/housing balance issue must be evaluated in a broader geographic context.

City of Ventura Saticoy/Wells Community Plan Growth. The greater Saticoy community includes the City's Saticoy/Wells Community Plan boundary to the north and west that encompasses the area north of Telegraph Road up to Foothill Road and west of Saticoy Avenue. The City's Saticoy/Wells Plan area boundary includes 1,078 new units and 32,400 square feet of new commercial development that are either approved or in the planning discretionary review process.

A combination of the anticipated housing within the greater Saticoy area (City of Ventura's Saticoy/Wells Community) with the anticipated housing potential within the County's Saticoy Area Plan boundary results in a potential housing supply of 1188 total new units (1078 + 110 = 1188). Using the same assumptions for potential employees as stated in the Project Description, it is estimated that new commercial development in the City's Saticoy/Wells Community could generate approximately 65 new employees (32,400 sq. ft. X 2 employees per ksf). The estimated employment growth in the greater Saticoy community (both City's Saticoy/Wells Community plus County) is 1,994 jobs (65 + 1,929 = 1,994). The jobs to housing incremental ratio under this scenario would still be considered to be jobs rich at 1.68:1. Therefore, the greater Saticoy Area would not fall within the "balanced" range and be considered jobs rich/housing poor. Further, with the increased intensity in development potential provided in the Area Plan update due to allowance for the addition of two story structures in the Industrial zones, the employment opportunities could double over the estimates already calculated (3,858 new employees). The analysis of the potential jobs to housing ratio under this scenario would change to 3.30:1, which is also considered jobs rich. While this level of development is possible, it does not seem realistic because most industrial development occurs within one-story structures. In addition, as the Market Study indicates, existing industrial use in Saticoy is primarily storage-oriented uses, and such uses do not generate a large number of jobs.

Countywide Growth. Clearly, the jobs/housing balance analysis is heavily influenced by the assumptions used to calculate the ratio. In addition, the scenarios described above provide only a limited view of the overall potential jobs and housing balance within Ventura County. For example, although the analysis incorporates potential development in the portion of the City of Ventura that is closest to Saticoy, it does not take into account the greater region including the vast number of households in east Ventura, Oxnard or Santa Paula whose residents could easily work in Saticoy. For this reason, the following analysis (taken from the State-certified Ventura County 2014-2021 Housing Element, October 2013) is included below, as it provides a summary of the projected jobs and housing balance within Ventura County as a whole.

Based on SCAG's 2012-2035 *Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (RTP)*, the jobs/housing ratio for all of Ventura County was 1.31:1 (i.e., 1.31 jobs per dwelling unit), and the unincorporated Ventura County jobs/housing ratio was 1.36:1 in 2008. Therefore, in 2008 Ventura County as a whole was considered "balanced" with regard to jobs and housing (i.e., within the jobs/housing range of 1.10:1 to 1.34:1). The unincorporated area of the County was just over the threshold meaning it is considered slightly "jobs rich/housing poor". This is consistent with the policies of the *Guidelines for Orderly Development*, which encourage all urban development, including more dense housing, to be located within the Cities' boundaries. At the same time, however, some "growth" areas of the County were either "jobs rich/housing poor" (e.g., Ojai Area [2.03:1], Port Hueneme Area [1.54:1], Thousand Oaks Area [1.48:1], and Ventura Area [1.57:1]); or were "jobs poor/housing rich" (e.g., Santa Paula Area [1.06:1], Fillmore Area [0.78:1], Oxnard Area [1.20:1], Simi Valley Area [1.00:1]), and Moorpark Area [1.15:1].

By the year 2020, Ventura County as a whole is projected to remain "balanced" with an overall jobs/housing ratio of 1.30:1. However, the urban areas projected to be "jobs rich/housing poor" in the year 2020, listed in order of the magnitude of the imbalance in the ratio, are Ojai Area [1.97], Thousand Oaks [1.58], Ventura Area [1.56], Port Hueneme [1.46], Camarillo Area [1.37]. Conversely, the growth urban areas that are projected to be "jobs poor/housing rich" in the year 2020 are the Fillmore Area [0.69], Santa Paula [-.97], and Oxnard [1.09]. Significantly, two of the areas listed as "jobs poor/housing rich" (Santa Paula, Oxnard) are located within an easy commute distance from Saticoy.

By the year 2035, Ventura County is projected to continue to remain "balanced", with an overall jobs/housing ratio of 1.29:1. Within Ventura County's incorporated Cities, all urban areas are projected to remain relatively constant with respect to their job/housing balances.

For purposes of this analysis, projected jobs and countywide housing combined with projected growth allowed by the Saticoy Area Plan are used to calculate potential impacts related to the Saticoy Area Plan. This range assumes full buildout of the Area Plan by 2035. Using the maximum job-production scenario (range of 1,929 to 3,858 jobs) and 110 new residential units for Saticoy Area Plan combined with the County's projected jobs and housing increases from the RTP, the calculations result in a jobs/housing balance ratio of 1.30:1 to 1.31:1. These ratios are both within the range of 1.10:1 to 1.34:1 that is considered to be in balance.

Therefore, based on this analysis, potential new development associated with the proposed Saticoy Area Plan will not have a significant cumulative impact on the jobs housing balance. In addition, as noted above, the large job projections for Saticoy are speculative, as they will require significant private/public investments in infrastructure over the planning period. The job projections also reflect development intensities and uses that are different from the existing setting. Should a high level of job production occur in Saticoy within the planning period, the community would serve as a regional job source for the larger Saticoy-Wells Area and for communities like Fillmore, Santa Paula and Oxnard, which are "jobs poor/housing

rich”. Finally, the countywide jobs/housing ratio would remain “balanced” based on criteria established by SCAG’s *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast (RTP)*. Therefore, the impact of the proposed Area Plan on the countywide jobs and housing balance is considered to be **less than significant**.

#### **4.11.3 Mitigation Measures and Residual Impacts**

No significant impacts to the jobs/housing balance or the supply of low-income housing have been identified, therefore no mitigation measures are necessary.

#### **4.11.4 General Plan Consistency**

The County Goals, Policies and Programs document contains the following goals and policies that require jobs/housing balance issues to be addressed.

**Policy 3.3.2.2-1:** “Existing residentially developed neighborhoods shall not be designated under Area Plans to land uses that would eliminate or degrade the housing stock within that community.”

The proposed project is consistent with Policy 3.3.2.2-1 because the project is expected to result in an estimated net increase in the housing stock (110 additional units) over the planning period. Although the proposed Area Plan update involves re-designating a portion of a residential neighborhood south of Nardo Street to Industrial, it also re-designates other Industrial areas to a Mixed Use land use designation that allows high-density residential use. Vacant land currently built at low-density residential intensity would also be assigned the Mixed Use land use designation, and the construction of multi-family residential use is expected on that site during the planning period. Finally, the proposed Development Code would also allow for a minor intensification of residential use within an existing neighborhood. Overall, these changes result in an estimated net gain of 110 housing units within the Area Plan boundary during the planning period. The re-designation of existing areas with low-density residential use would be offset by the additional housing allowed in other sections of the Area Plan.

**Goal 3.4.1-6:** “Provide for the orderly distribution of employment opportunities within the County commensurate with housing opportunities.”

The proposed Area Plan will provide an estimated 1,929 new employment opportunities within the Saticoy Area Plan boundary over the next 20 years. In addition:

**Policy 3.4.2-8:** “As Area Plans are prepared or updated, planned industrial and commercial areas shall be evaluated to assess the impact on jobs/housing balance within the community and region.”

The analysis provided in this EIR chapter includes an evaluation of the impact on the jobs and housing balance within the community and region.

**Policy 3.4.2-9:** “Employment-generating discretionary development resulting in 30 or more new full-time and full-time-equivalent employees shall be evaluated to assess the project’s impact on lower-income housing demand within the community in which the project is located or within a 15-minute commute distance of the project, whichever is more appropriate. At such time as program 3.4.3-3 is completed, this policy shall no longer apply.”

Program 3.4.3-3, referenced in this policy, directs staff to prepare a Housing Impact Mitigation fee ordinance that would mitigate the impact of future low-income, employment generating developments by developing a mitigation fee. This program has not yet been implemented. As discussed previously, this issue was evaluated in the context of a cumulative impact to the community and regional jobs/housing balance.

The proposed Area Plan includes the following goal and policies that address housing:

### **Land Use Goal #3**

Well-designed residential areas within Old Town Saticoy provide a diversity of housing types that include a range of options for ownership, size, design, and affordability.

#### **Policies**

- LU-3.1** Residential development within the R/MU zone that includes 20 or more units shall include outdoor shared common recreation space. Uses considered as common recreation space may include parks, common gardens, picnic/BBQ areas, and playgrounds.
  
- LU-3.3** Potential use conflicts between industrial and residential use in Old Town Saticoy, shall be minimized through temporary or permanent methods such as building enclosures, building location and orientation, noise walls ~~or~~ and landscape buffers, ~~site and building design techniques.~~

The proposed goal and policies listed above provide direction for a diversity of housing types and guidance for transition between uses that involve residential uses. The proposed goal and policies support housing policies in the General Plan. Therefore, based on the discussions above, the proposed Area Plan update will be consistent with applicable General Plan goals, policies and programs.

## **4.12 GROWTH INDUCING IMPACTS**

Section 15126.2(d) of the State CEQA Guidelines requires that an EIR discuss the growth-inducing impacts of the project. The Guidelines defines growth inducement as the way in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes removing physical impediments (e.g., lack of sewers, constraints on water supply) or policy impediments (e.g., general plan policies, zoning ordinance regulations).

### 4.12.1 Economic and Population Growth

As discussed in the Project Description (Section 2.0), the proposed Area Plan is anticipated to provide for approximately 1,929- 3,858 new employees and 110 new residential units. The following discussion is a summary of the analysis in Section 4.11 Housing and Jobs that addresses some of the economic, job and population aspects of the proposed Area Plan and directly relates to economic and population growth.

Despite the uncertainty associated with future job creation within Saticoy, this section assumes a “worst case scenario” (or best case in economic terms), in which the necessary infrastructure improvements do occur and a maximum, market-based level of development occurs within Saticoy’s industrial and commercial sectors. (Some of these crucial infrastructure improvements include a second road connection from SR 118 to Lirio Avenue in the West Industrial Section, adequate wastewater treatment capacity, and sufficient potable water provided by the City of Ventura. All of these issues are discussed within other sections of this DEIR.) Based on these assumptions, the Project Description includes a potentially large increase in new employees (1,929 – 3,858 employees) generated by redevelopment and new development during the planning period. Based on the Market Study, it is reasonable to assume that the majority of the new jobs would be in sectors similar to the existing employment profile, (e.g., retail, construction, waste management, and equipment leasing positions). These are all typically lower wage earning positions.

Due to the relationship between existing and anticipated employment opportunities and existing and anticipated housing opportunities, (i.e., many more potential jobs than can be accommodated by either current or future dwelling units), it is clear that people who fill new employment opportunities in Saticoy will depend on the regional supply of housing and will not be wholly dependent upon housing within the Saticoy community. For example, due to the proximity of the City of Ventura to Saticoy, it is reasonable to assume that: many people who work in Saticoy will live in the City of Ventura or other nearby communities; many Saticoy residents are employed outside the Area Plan boundary and within the City of Ventura or other nearby communities; and that the growth of individual businesses within the Area Plan boundary, and the attendant new employees resulting from that growth, could be accommodated by the housing stock within the City’s Saticoy-Wells Community boundary, or by existing housing available elsewhere in Ventura, Oxnard, Santa Paula, Fillmore, Moorpark or other communities. In addition, the City of Ventura is planning to build more than 1,000 new dwelling units within the adjacent Saticoy/Wells Community Plan boundary. Given both the regional and local options for housing and relatively limited sector of job opportunities in Saticoy, the potential growth of individual businesses in Saticoy is not considered to have an adverse effect on housing or employers in the region and is not expected to attract workers from outside the county.

As indicated, the proposed Area Plan is anticipated to allow for the development of approximately 110 new residential units. Based on Census data, the average number of persons per household in Saticoy is 3.39. This would result in a population increase of approximately 373 new people in the Saticoy community. Neither VCOG nor SCAG have released specific population projections for Saticoy; however, VCOG released the 2040

*Population Forecast* in May 2008, which included a 2040 population projection of 110,645 for unincorporated Ventura County and 995,375 for the county as a whole.<sup>23</sup> The total population increase associated with buildout of the Area Plan Update described above (373 persons) would not result in an exceedance of either of these projections when combined with existing population information.

#### **4.12.2 Construction of Additional Housing**

The proposed Area Plan includes a long-term plan (horizon year 2035) for development including the construction of housing in the Saticoy community. As discussed in the Project Description, Saticoy is classified as a severely economically disadvantaged community. Therefore, ensuring an adequate housing inventory that is affordable for lower-income households is a project objective. The Saticoy Area Plan includes proposed land use and zoning plans that encourage the construction of new, appropriate housing types for this community. Specific proposals to help to meet this objective include:

- The project includes a “Residential/Mixed Use” (RMU) zone to increase the amount of land planned for multi-family housing (or multi-use development that includes such housing) at a maximum density of 20 dwelling units per acre;
- The Development Code would allow the construction of triplex, and quadplex units on larger lots within the existing residential areas (RES zone), where currently such areas only allow the construction of single-family and duplex units;
- The Use Matrix for Old Town Saticoy will allow residential development (e.g., “Live/Work” units), as a secondary use in the commercial district, which is zoned Town Center (TC); and
- The Design Guidelines and Development Code are expected to result in well-designed structures and residential neighborhoods.

The Proposed Project includes the reclassification of land along the south side of Nardo Street from residential to industrial. Although not expected immediately, the reclassification is likely to result in the eventual transition of this area from residential to industrial use. If not reclassified, a portion of this strip of residential development would be left isolated within an industrial area, and the incompatible land uses, which are present today, would persist into the future.

To compensate for the potential loss of these dwellings, higher-density residential development will be allowed within the R/MU zone, multi-family units will be allowed within the RES zone, and second-floor dwellings will be allowed in the commercial Town Center.

It is interesting to note that, the current Area Plan (2004) is estimated to allow for the development of approximately 432 units (total) whereas, the proposed Area Plan is estimated to allow for a total of 362 units. Although the proposed Area Plan could accommodate an additional 110 new units, at full buildout, it would result in 70 fewer units than the current 2004 Area Plan. Two of the objectives of the Saticoy Area Plan update are to provide opportunities for additional multi-family housing and mixed-use development at 20 units per

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<sup>23</sup> This number is lower than the 1,014,000 population projection for year 2035 included in the SCAG 2008 Regional Transportation Plan, upon which the 2007 AQMP is based.

acre. This would contribute to the housing supply that would be affordable to lower-income households. However, there are infrastructure deficiencies that must be addressed before full buildout of either the current or proposed Area Plan can occur.

### **4.12.3 Removal of Impediments**

Several existing public infrastructure deficiencies have been identified in the proposed Area Plan that would limit the amount or timing of potential growth allowed by the new Area Plan and Development Code. These include inadequate water supply, limited capacity for wastewater collection and treatment, and unacceptable levels of traffic along SR 118. Although the proposed Area Plan sets forth several programs that are focused on addressing these deficiencies, the adoption of the Area Plan will not remove existing impediments to growth in Saticoy.

## 5.0 ALTERNATIVES

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### 5.1 NO PROJECT ALTERNATIVE

“No Project” means that the proposed Area Plan would not be adopted and future development would occur as allowed by the existing 2004 Saticoy Area Plan. The No Project Alternative is defined by the existing Saticoy Area Plan, which includes a land use plan, a circulation plan, and a series of goals, policies and programs. Therefore, under this alternative scenario, the potential environmental impacts of the existing Saticoy Area Plan must be weighed against the potential environmental impacts of the proposed project, which presumably will be the 2015 update to the Saticoy Area Plan. Unavoidable significant environmental impacts of the updated Saticoy Area Plan, which were identified in Chapter 4 include traffic, water demand, and wastewater generation.

A summary comparison of potential buildout allowed by the 2004 Area Plan and potential buildout allowed by the proposed 2015 Area Plan is provided in Table 5.1-1. As shown in Table 5.1-1, it is estimated that the current 2004 Area Plan would allow development of up to 432 residential units and generate employment opportunities for up to 2,691 employees. However, the proposed Area Plan is estimated to allow development of up to 362 residential units and generate employment opportunities for approximately 2,894 employees. These numbers represent the total amount of development (i.e., existing plus new development) that could occur within the Area Plan boundary under each land use plan scenario.

The net change for commercial and industrial uses for the proposed Area Plan is based on the average of the range used for potential employees (i.e., 2,894) in the environmental analysis found in Chapter 4. As explained previously, the high end of the potential employees (i.e., 3,858) assumes that all of the commercial and industrial areas would be built out at 2 and 3 stories. The commercial and industrial buildout is also expressed in terms of net change in physical development (square feet or SF). The proposed Area Plan could result in an additional 396,000 SF of commercial and industrial development over the 2004 Area Plan. While this level of development is allowed, it is more likely that industrial development would be comprised of one story structures given the types of industrial uses that are currently located in the area. In addition, as the Market Study indicates, existing industrial use in Saticoy is primarily storage-oriented uses, and such uses do not generate a large number of jobs. In order to provide a conservative yet reasonable estimate regarding future employees for commercial and industrial use, the average number of employees generated by these uses is shown in Table 5.1-1 for the proposed 2015 Area Plan.



**Table 5.1-1 Buildout Comparison: 2004 Area Plan and Proposed (2015) Area Plan**

Land Use Designation	Acreage (c)	Potential Development (b, d)	Population (a)	Employees (g)
<b>Existing 2004 Area Plan</b>				
Residential	36	432 units	1010	---
Commercial (b)	9	61,000 SF	---	121
Industrial	144	1,252,000 SF	---	2,503
Community Facility (e)	5	34,000 SF	---	67
<b>Subtotal</b>	<b>194</b>	<b>432 units 1,347,000 SF</b>	<b>1,010</b>	<b>2,691</b>
<b>Proposed 2015 Area Plan</b>				
Residential	27	188 units	637	---
Mixed Use	7	174 units	590	---
Commercial (b)	16	313,000 SF		246 (Avg.)
Industrial	152	1,497,000 SF		2647 (Avg.)
Community Facility (e)	0	34,000 SF	---	67
<b>Subtotal</b>	<b>202 (f)</b>	<b>362 units 1,810,000 SF</b>	<b>1,227</b>	<b>2894 (Avg.)</b>
<b>Net Change</b>				
Residential	(9)	(244) units	(373)	----
Mixed Use	7	174 units	590	----
Commercial (b)	7	252,000 SF		125 (Avg.)
Industrial	8	144,000 SF		144 (Avg.)
Community Facility (e)	---	---	---	---
<b>Subtotal</b>	<b>8</b>	<b>(70) units 463,000 SF</b>	<b>217</b>	<b>203 (Avg.)</b>

(a) Population projections for the 2004 Area Plan used a 2.34 person per household. Population projections for the proposed (2015) Area Plan is based on 3.39 persons per household.

(b) Increased commercial acreage is primarily due to land use change for two historic structures including the Train Depot and the Walnut Grower's Warehouse (industrial to commercial) and different assumptions for development potential in the 2004 Area Plan (1-story) versus the 2015 Area Plan (2 to 3 story).

(c) Differences in total acreages are due to minor boundary adjustments for the 2015 Area Plan (see Project Description).

(d) Net change for employees (commercial/industrial use) is based on the average of a range for potential employees used in the environmental analysis. The range is based on potential development at 1 versus 2 and 3 stories as allowed by Development Code. The average was used because current industrial development is almost exclusively 1-story development. Number of employees for the 2015 Proposed Area Plan is based on average figures, computed as follows:

- Commercial: Range is 164 to 328, Average is 246
- Industrial: Range is 1929 to 3858; Average is 2894
- Combined: Range is 1929 to 3858; Average is 2894

(e) Existing community facilities will remain in Saticoy, but the land use designation "community facility" is being eliminated. Existing facilities will be located in the RES or TC zones.

**NOTE:** All numbers rounded to nearest whole number.

It is likely that the estimated development capacity for both commercial and industrial use, shown in Table 5.1-1, is high when compared to what is likely to be built during the planning period. As noted previously, calculations for industrial development for the proposed 2015 Area Plan were based on an assumption of two-story structures (as allowed by existing or proposed zoning), which means that the actual industrial development capacity could be half the estimate when based on typical, one-story industrial patterns. Similarly, it is likely that the estimated commercial capacity is significantly higher than what is likely to be built within the planning period, and also that the commercial capacity in the existing 2004 Area Plan and proposed 2015 Area Plan are much closer than the numbers in Table 5.1-1 indicate for the following reasons:

- **Different calculation methods:** Different methods were used to calculate commercial development potential for the 2004 and 2015 Area Plans. The 2004 Area Plan commercial capacity was taken directly from data in the Area Plan, but the method used to calculate development potential relied solely on lot coverage and did not consider potential two-story development. Conversely, the 2015 Area Plan calculations assume two-story development will occur in the Town Center zone and that three-story development will occur in the R/MU zone, which allows commercial use on the ground floor. In addition, two historic structures (Train Depot and Walnut Grower's Warehouse) are proposed to be re-zoned from industrial to commercial and were included in the estimated commercial capacity. Potential redevelopment of the two historic structures will be limited as they will be required to adhere to the Secretary of Interior Standards for alterations to Landmarks and therefore are not likely to realize full development potential included in the estimates. Discrepancies in the projections can be explained as follows:
  - The existing commercial development (85,000 SF) exceeds the projections for the 2004 Land Use Map (61,000 SF).
  - The two historic structures account for 105,000 SF of the 2015 estimates.
  - The Market Study estimates 50,000 SF new commercial development potential. When added to the existing commercial, the result is 135,000 SF total commercial buildout.
  - Further, when the two historic structures (105,000 SF) are subtracted from the projected new commercial development (228,000 SF), the result is 123,000 SF of new commercial which is very similar to the Market Study projections.
- **Similar land use maps:** The commercial area shown on the existing 2004 Land Use Map is similar in size to the commercial area shown on the proposed 2005 Land Use Map. The primary difference is the addition of two historic sites to the commercial district, sites planned for industrial use today (see following discussion).
- **Commercial development constraints:** The Marketing Study prepared for the proposed 2015 Area Plan indicates a maximum of new commercial development potential of 50,000 SF, which is substantially less than the estimated new commercial capacity of 228,000 SF. Further, the estimates used in the EIR analysis are conservative and not likely to occur. In addition, it is likely that physical and infrastructure

constraints in Saticoy (see below) will result in less commercial development at buildout than is estimated in Table 5.1-1.

Estimated commercial development for the proposed 2015 Area Plan is based on rough calculations that include number of acres, allowable heights, and maximum lot coverage. However, actual commercial development would be constrained by ground-level parking requirements, which can require up to three-fourths of a commercial site. Significant changes in infrastructure and water availability would also need to occur for Saticoy to reach its full commercial development potential. Finally, as previously noted, a substantial amount of the new commercial acreage is allotted to two lots occupied by existing or eligible historic landmarks, and the Secretary of Interior standards that apply to historic landmarks would constrain new development on those lots.

With respect to residential development, a comparison of the total residential units the current 2004 Area Plan would allow (432 units) and the proposed Area Plan would allow (362 units) reveals that the proposed Area Plan would allow 70 units less than the current plan. This would result in approximately 237 less persons within the 2035 population in Saticoy. The reduction in the number of residential units can be attributed to several factors. First, the current 2004 Area Plan uses a flat rate computation based on total residential acreage, with a 55 percent lot coverage and density of 12 units per acre. Whereas, the proposed Area Plan residential estimates were based on a much finer grained analysis using lot by lot data and surveys to ascertain the development potential. Further, one of the proposed Area Plan's objectives is to provide more compact, higher-density (20 du/ac) residential units in the R/MU zone, while the current 2004 Area Plan relies on residential development limited to single-family and duplex units.

Using the estimated average number of employees, the current 2004 Area Plan would generate approximately 2,691 employees (or 1,347,000 SF) and the proposed Area Plan would generate approximately 2,894 employees (or 1,810,000 SF) which is 203 more employees (or 463,000 SF) than the current plan. The potential environmental impacts of 203 additional employees (463,000 SF) would result in greater impacts than the reduction of 70 potential residential units as discussed in the following analysis.

- **Traffic, Air Quality and Noise.** The proposed Area Plan resulted in potentially significant traffic impacts that (under current policies and priorities) cannot be mitigated. However, potential air quality and noise impacts were found to be less than significant under the proposed Area Plan. Under the current 2004 Area Plan, the additional 70 residential units allowed would generate approximately 665 additional trips per day when compared to the proposed Area Plan (e.g., 70 units x 9.5 trip per day = 665). Whereas, the additional 463,000 SF of industrial development allowed under the proposed Area Plan would generate an estimated 1,902 additional trips per day (e.g., 463,000 sf x 4.1 trips per day = 1,902 trips). Comparing these two trip generation scenarios indicates that the proposed Area Plan would generate an additional 1,237 trips per day when compared to the proposed Area Plan. Thus, the proposed Area Plan would not only result in greater traffic

impacts but also an increase in the associated air quality and noise impacts when compared to the 2004 Area Plan.

Although the existing 2004 Area Plan would result in less traffic impacts than the proposed 2015 Area Plan, the cumulative traffic would be **significant and unavoidable with or without the proposed 2015 Area Plan**. However, the impacts to air quality and noise would **remain less than significant under either plan**. In addition, with the proposed Area Plan Mobility Map, there is an anticipated improvement in the vehicle miles travelled, which would reduce per capita GHGs. Although GHG impacts remain less than significant under either plan, the proposed 2015 Area Plan would result in fewer GHG impacts than the existing 2004 Area Plan.

- **Water Supply.** The additional commercial and industrial uses associated with proposed 2015 Area Plan would generate a higher demand for water than the comparable loss of 70 residential units. Based on the water demand factors used in Section 4.3, residential uses create a higher demand (e.g., 370 gpd/sf-unit and 250 gpd/mf-unit) for water than most industrial uses (e.g., 265 gpd per ksf) when comparing water demand for residential units versus water demand for commercial and industrial use. However, due to the large increase in estimated development for commercial and industrial uses, the potential impact on water supply would be greater under the proposed 2015 Area Plan. Looking solely at residential use, and assuming that the additional 70 residential units are single-family (worst case), the current 2004 Area Plan would result in approximately 25,900 gpd (29 AFY) of additional water demand over the residential uses allowed under the proposed 2015 Area Plan. Using the estimated increase in commercial and industrial area of 463,000 sf, the proposed Area Plan would result in approximately 122,960 gpd (137 AFY) of additional water demand over commercial and industrial uses allowed under the current 2004 Area Plan.

As explained in Section 4.3, existing industrial development in the Saticoy Plan area results in low water demand due to the current business types (e.g. mini-storage, equipment storage, storage of construction supplies) and presence of negligible landscape. Therefore, it is reasonable to assume that the commercial and industrial estimates for water demand are high for two reasons: (1) water demand will be less than expected for the predominant use (industrial), and (2) as previously explained, the methodology for preparing development estimates for the 2015 Area Plan probably overestimated both industrial and commercial development. Nonetheless, the proposed Area Plan could result in higher water demand than the current 2004 Area Plan.

Impacts to water supply quantity were identified as significant for the proposed 2015 Area Plan, as discussed in Section 4.3. Even though the estimated increase to water supply demand would be approximately 108 AFY lower under the No Project Alternative, when compared to the proposed Area Plan, the impact associated with the increase in water supply demand under the No Project Alternative would be significant based on the existing cumulative impact to City water supplies under drought conditions. Thus, **both the existing 2004 Area Plan and proposed 2015 Area Plan result in significant impacts to water supply demand during dry years**. However, if the proposed Area Plan

is not approved, the policy language in that plan aimed at reducing demand for water in the Plan area would not be adopted nor would the mitigation measures identified in Section 4.3 apply.

- **Wastewater.** Based on wastewater generation factors used in Section 4.10, commercial and industrial uses are estimated to generate higher wastewater flows than residential uses due to the potential for high water-consuming manufacturing uses. According to the Ventura County Water and Sanitation Department (S. Pan, email dated December 2014), wastewater generation factors (used for facilities planning purposes) for commercial and industrial uses are 3.0 and 4.5 times greater per acre than residential uses, respectively. However, the types of industrial uses are currently limited by the City of Ventura's Extra-Territorial Water Policy that restricts the size of the water line to ¾-inch unless the property is annexed to the City.
- **Cultural Resources (Historic).** However, the No Project Alternative would result in a less than significant impact to cultural resources (historic) because the re-zoning of the four potential Sites of Merit would not occur. Conversely, existing land use incompatibilities would remain and proposed policies and programs that are intended to further protect the Train Depot and all of the other potential Sites of Merit would not be adopted.

In summary, the proposed 2015 Area Plan would result in increased potential impacts related to traffic, noise, air quality, water demand and wastewater generation because the proposed Area Plan estimates for increases in commercial and industrial uses are greater than the current 2004 Area Plan.

A few of the key potential beneficial impacts of the proposed 2015 Area Plan include better mobility, more efficient development, improvements to community character, and greater protection of biological resources. These beneficial impacts would not occur under the 2004 Area Plan.

Finally, the No Project Alternative would also not achieve the goals and objectives of the proposed Area Plan update including:

- Economic re-vitalization of the Saticoy community, including increased employment opportunities;
- Resolving long-standing land use incompatibilities between existing residential development located adjacent to industrial uses;
- Creation of an appropriately sized and well-located commercial area;
- Improved opportunities for affordable housing;
- Improvements to the visual character of Saticoy through improved private development and public space design; and,
- Fulfillment of a grant commitment to develop a mixed use zone for residential and commercial development.

Although the No Project Alternative would reduce project-related potential environmental impacts, it would not reduce long-term cumulative impacts related to traffic and water supply

to less than significant. In addition, beneficial impacts would not be realized, including the potential benefits associated with the achievement of project goals and objectives.

## **5.2 PLANNING COMMISSION WORKSHOP ALTERNATIVE LAND USE MAPS (3)**

The Planning Division developed four land use alternatives for a Planning Commission Workshop held in March 2014 that meet the land use objectives identified in the Project Description. All four alternatives would allow the preservation (and enhancement) of the existing residential neighborhood located north of the railroad tracks. In addition, all four alternatives retained the existing industrial areas located outside Old Town Saticoy, although the amount and configuration of the M3 (heavy) industrial use varies among the three land use alternatives. No alternatives were included that fail to meet good planning principles or project objectives.

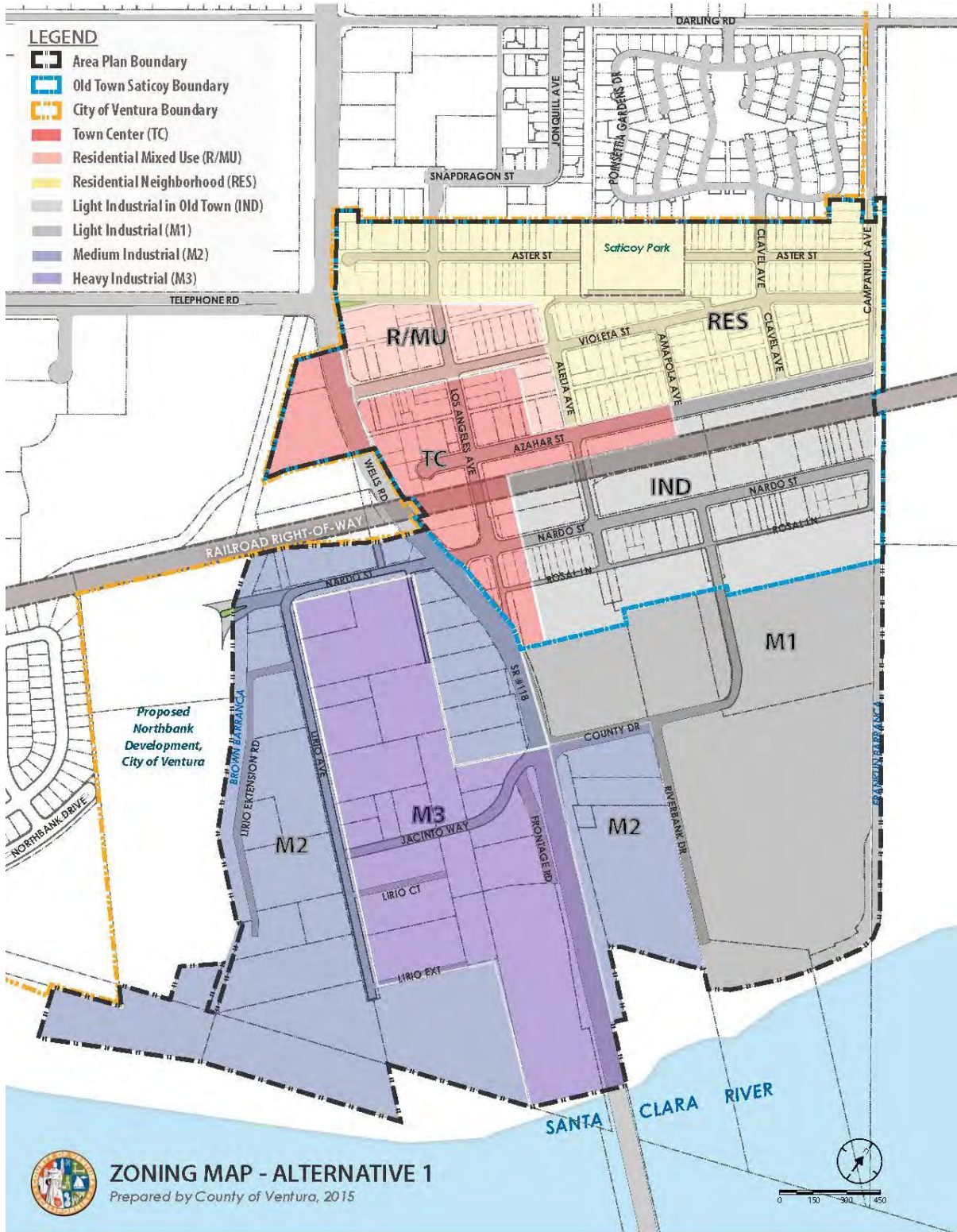
In March 2014, the Planning Commission considered the four land use alternatives and voted to support Land Use Map 2, which was used as the basis for the proposed 2015 Saticoy Area Plan and is the subject of this EIR. The remaining three alternatives are evaluated in this section in comparison to the significant impacts identified for the proposed 2015 Area Plan. Each alternative land use map contains a modified configuration of the four land use map classifications for Old Town Saticoy including: Town Center, Residential Mixed Use (R/MU), Residential (RES), and Industrial (M). Although the land use configurations are different for each of the alternatives, the proposed mobility improvements and mobility map configurations are the same (with one exception) for the proposed 2015 Area Plan and the three land use alternatives.

### **5.2.1 R/MU at North End (PC ALT 1)**

Under the “PC Alternative 1” scenario, commercial use is primarily located in the historic commercial core of Saticoy, but this alternative places retail use along LA Avenue both north and south of the railroad, which moves commercial services further from residential areas of Saticoy (See Exhibit 5-1). This alternative also results in a less cohesive commercial district, and some existing commercial businesses could be displaced by the development of residential use within an existing commercial area. Finally, the location of this commercial district fails to take advantage of the prime commercial location at Telephone and SR 118, as defined by the Marketing Study prepared for the Area Plan update.

This option places the higher-density residential use at the northern section of the community, which provides the maximum separation between residential and industrial uses. The R/MU district forms the “gateway” use for residents/visitors entering Saticoy from the north or west. This alternative also provides the most logical transition from residential to industrial use, as commercial use forms a buffer between those uses. This alternative places higher-density dwellings close to Saticoy Park and adjacent to the Town However, one downside of the high-density residential location is that it does not locate R/MU on any of the large, vacant parcels.

Figure 5-1 PC Alternative 1 - R/MU at North End



Although several parcels at Telephone Road and LA Ave. are either vacant, underutilized, or contain abandoned structures, a potential developer would need to purchase and combine smaller parcels in order to develop multi-family dwellings in this location.

This land use alternative includes the maximum amount of M1 Light Industrial use within Old Town Saticoy. In addition, this alternative includes the maximum amount of Heavy Industrial use (M3) on the west side of Saticoy, a configuration made possible by the relocation of residential use away from the industrial sector of Saticoy. PC Alternative 1 therefore provides the greatest amount of flexibility for industrial development in Saticoy, including uses that take advantage of its location near a rail line. With this alternative, industrial use is also proposed for the vacant parcels and existing residential (south of Nardo Street).

**Comparison of Impacts.** Under the “PC Alternative 1” scenario, the potential environmental impacts of this Alternative must be weighed against the potential environmental impacts of the proposed 2015 Area Plan. This can be evaluated in light of the differences in the proposed zoning. Unavoidable significant adverse environmental impacts of the proposed 2015 Area Plan, identified in Chapter 4, include traffic, water demand, ~~and~~ wastewater generation, and cultural resources -historic.

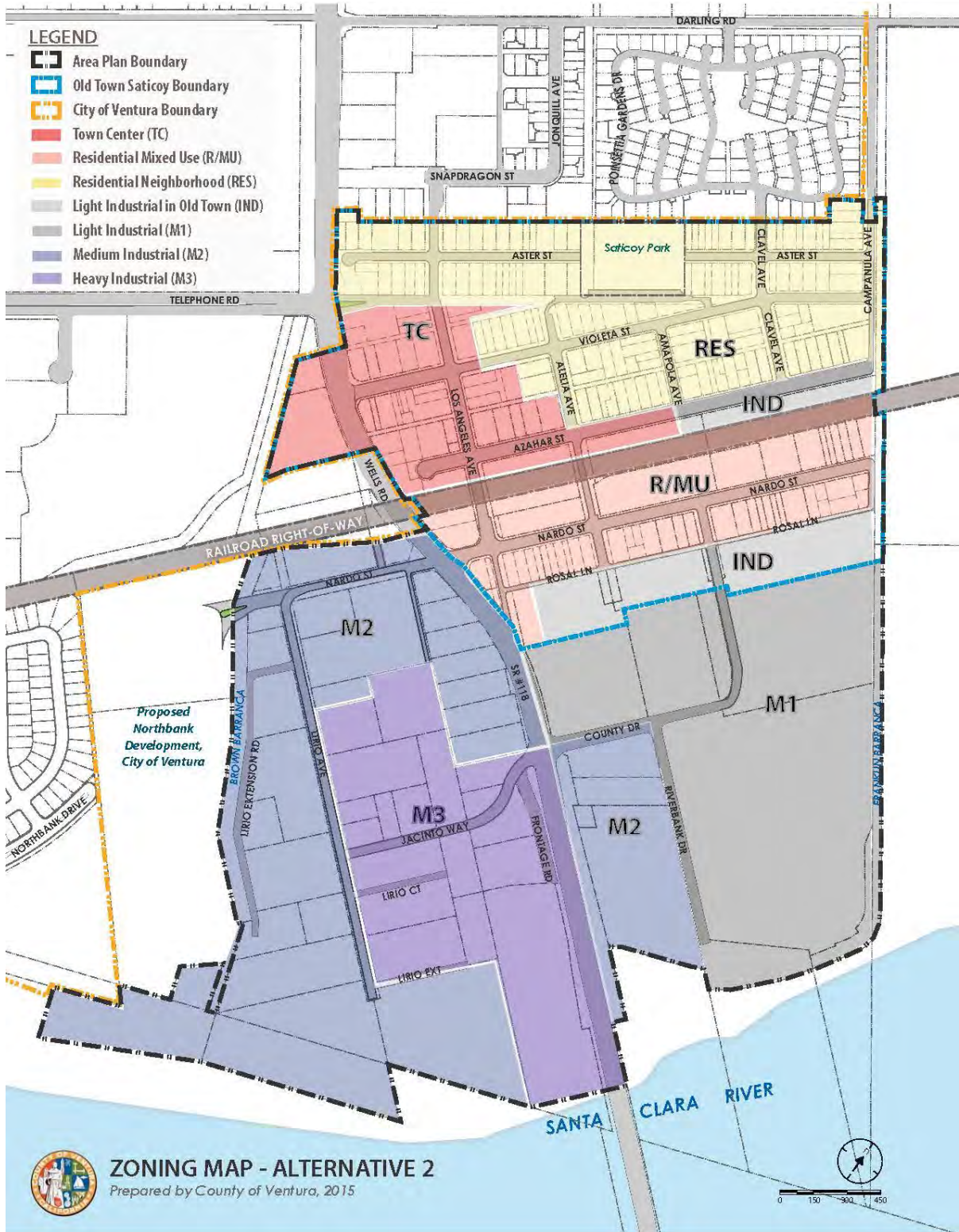
Under this scenario, there would be a reconfiguration of the R/MU and TC zoned areas. However, the amount of commercial and high-density residential development would be essentially the same as the proposed 2015 Area Plan. Proposed industrial zoning with PC Alternative 1 would be largely the same, with a slight increase in M3 zoning in the northern portion of the west industrial area. Due to the similarity in acreage allotted to various land uses in PC Alternative 1 and the proposed 2015 Area Plan, all of the identified significant environmental impacts including traffic, water demand, and wastewater generation would be similar for this alternative and the proposed 2015 Area Plan. Potential impacts related to wastewater generation might be slightly greater for the PC Alternative 1 alternative due to the increase in M3 zoning. Further, there would be no change to the proposed re-designation of the four potential Sites of Merit along Nardo Street. This means the potential impact to cultural resources would remain significant under this scenario. Therefore, PC Alternative 1 would not significantly reduce, and could slightly increase, environmental impacts over the proposed 2015 Area Plan. No additional beneficial impacts over the proposed 2015 Area Plan are anticipated with PC Alternative 1. Although it would still achieve the primary goals and objectives of the proposed project, this alternative would also produce the same, potentially significant impacts to traffic, water (during drought years), and wastewater systems. PC Alternative 1 therefore has no environmental advantages over the proposed 2015 Area Plan.

### 5.2.2 RMU Extends East (PC ALT 2)

Under the “PC Alternative 2” scenario, commercial use is primarily located in the historical commercial core of Saticoy, and it allows for retail and commercial uses along L.A Ave. north of the railroad (See figure 5-2).



Figure 5-2 PC Alternative 2 – R/MU Extends East



The proposed location for commercial use is also identified as a “gateway use” for residents/visitors entering into Saticoy from the north, and it takes advantage of the prime commercial location identified at the corner of Telephone Road and L.A Ave. That location would allow the commercial center to be of regional interest, especially if the Telephone Road/L.A Ave. road improvements are implemented.

This alternative provides the largest R/MU district of the three options, and it would facilitate the preservation and enhancement of the existing residential development along Nardo Street by reclassifying land on the north side of the street from industrial to residential use. However, based on the results of the Market Study, the amount of R/MU in this alternative may exceed the demand. In this scenario, high-density residential use would also be located further from commercial services and from existing recreational facilities at Saticoy Park. Finally, high-density residential development south of the railroad would displace existing industrial businesses, would limit the development of supporting industrial development adjacent to the railroad, and would be constrained by County policies that require 150 to 300 foot agricultural buffers.

Similar to the proposed 2015 Area Plan, PC Alternative 2 includes new industrial land on vacant parcels located south of Rosal Lane. Residential use was not proposed for the eastern vacant parcels because the area faces the back side of existing residential development along Nardo Street, has limited access, and was found to be an inappropriate location for new, high-density residential use due to its proximity to the Southern Industrial Area. This alternative contains the smallest amount of Light Industrial (M1) use within Old Town Saticoy, as land currently designated for industrial use south of the railroad tracks would be reclassified as R/MU. This alternative also includes a smaller expansion of the Heavy Industrial use (M3) area on the west side of Saticoy than Alternative 1.

Because this alternative contains higher-density residential use along the eastern side of Nardo Street, the Mobility Map for this alternative includes the relocation of one railroad crossing from Alelia Avenue (existing) to Campanula Street (new). However, the relocated railroad crossing would require federal approval, and it is unlikely the federal government would approve a relocated railroad crossing.

**Comparison of Impacts.** Under the “PC Alternative 2” scenario, the potential environmental impacts of this Alternative must be weighed against the potential environmental impacts of the proposed 2015 Area Plan. This can be evaluated in light of the differences in acreage for the proposed zoning. Unavoidable significant adverse environmental impacts of the proposed 2015 Area Plan that were identified in Chapter 4 include traffic, water demand, ~~and~~ wastewater generation, and cultural resources – historic.

Under this scenario, the amount of R/MU zoning would be increased south of the railroad and the amount of IND in Old Town Saticoy would be reduced. All of the remaining zoning (TC, RES, M1, M2 and M3) would remain the same as the proposed 2015 Area Plan. Land uses that would be accommodated in the R/MU zone include residential and commercial development. When compared to light industrial type uses, the potential environmental impacts of increased

R/MU related to traffic and water demand would be similar or greater than the proposed 2015 Area Plan.

- **Traffic.** Most of the parcels in this area of Old Town are small and could only accommodate limited size industrial uses or limited size multi-family structures. Multi-family residential uses typically have similar traffic generation as light industrial uses. For example, according to the ITE Trip Generation Manual (2012), one multi-family unit generates 6.65 ADT, whereas light industrial uses typically generate 6.97 average daily trips per 1,000 sq. ft. (ksf). Given the small parcel sizes in Old Town Saticoy, it is reasonable to compare one multi-family unit to 1,000 sq. ft. of light industrial use, as their respective structures could be similar in size. However, commercial uses typically generate much higher daily trips than either residential or light industrial use, with commercial trip generation ranging from 42 for a shopping center, 127 trips for restaurants, and up to 716 daily trips for a fast food restaurant. Therefore, because R/MU allows both residential and commercial uses, the increase in R/MU zoning would potentially generate increased traffic for this scenario if substantial commercial uses were developed within the R/MU zone.
- **Water Demand.** Using the City of Ventura's water demand factors, mixed residential and commercial uses have similar water demand when compared to industrial uses. For example, multi-family residential water demand is estimated at 250 gpd per unit, whereas water demand factors for both industrial and commercial use is estimated at 265 gpd per ksf. Using the same rationale as for traffic, it is reasonable to assume that a small industrial building would be similar in size to a small multi-family unit structure in the Old Town area. Therefore, the potential water demand for R/MU in the proposed Area Plan would be similar to light industrial uses under this alternative. Similarly, both plans would result in a significant unavoidable impact on water demand during drought year conditions and a less than significant impact during normal year conditions.
- **Wastewater.** Using the wastewater generation factors used in Section 4.10 (Wastewater), mixed residential and commercial uses compared to industrial uses generate less wastewater. According to the Ventura County Water and Sanitation Department (S. Pan, email dated December 2014), wastewater generation factors (used for facilities planning purposes) for commercial and industrial uses are 3.0 and 4.5 times greater per acre than for residential uses, respectively. Therefore, potential wastewater demand for R/MU would be expected to be less than industrial uses. Nonetheless, impacts to wastewater facilities would remain potentially significant.
- **Cultural Resources – Historic.** Potential significant impacts related to re-designating four parcels along Nardo Street from Residential to Industrial. With this this alternative, those four parcels would not be re-designated to Industrial but rather to Mixed Use which would increase the likelihood that the existing structures would be suitable to continue as residential or suitable for adaptive re-use. This means that under this scenario, the potential impact to historic resources would be reduced to less-than-significant.

Conversely, if the four parcels are not re-zoned, existing land use incompatibilities would remain.

Based on the previous discussion, PC Alternative 2 would have greater traffic impacts and less impacts related to wastewater generation when compared to the proposed 2015 Area Plan. Potential water demand would be roughly similar under both buildout scenarios. With the exception of wastewater, PC Alternative 2 would not significantly reduce the identified significant environmental impacts for water demand or traffic, and the potential reduction in wastewater demand depends on the type of industrial uses. No additional beneficial impacts over the proposed Area Plan are anticipated with PC Alternative 2. Although PC Alternative 2 would still achieve the primary goals and objectives of the proposed project, this alternative would also result in potentially significant environmental impacts including traffic, water demand (during drought years), and wastewater generation. PC Alternative 2 therefore has no environmental advantage over the proposed 2015 Area Plan. All of the identified significant environmental impacts including traffic, water demand, and wastewater generation would be similar for this alternative and the proposed 2015 Area Plan.

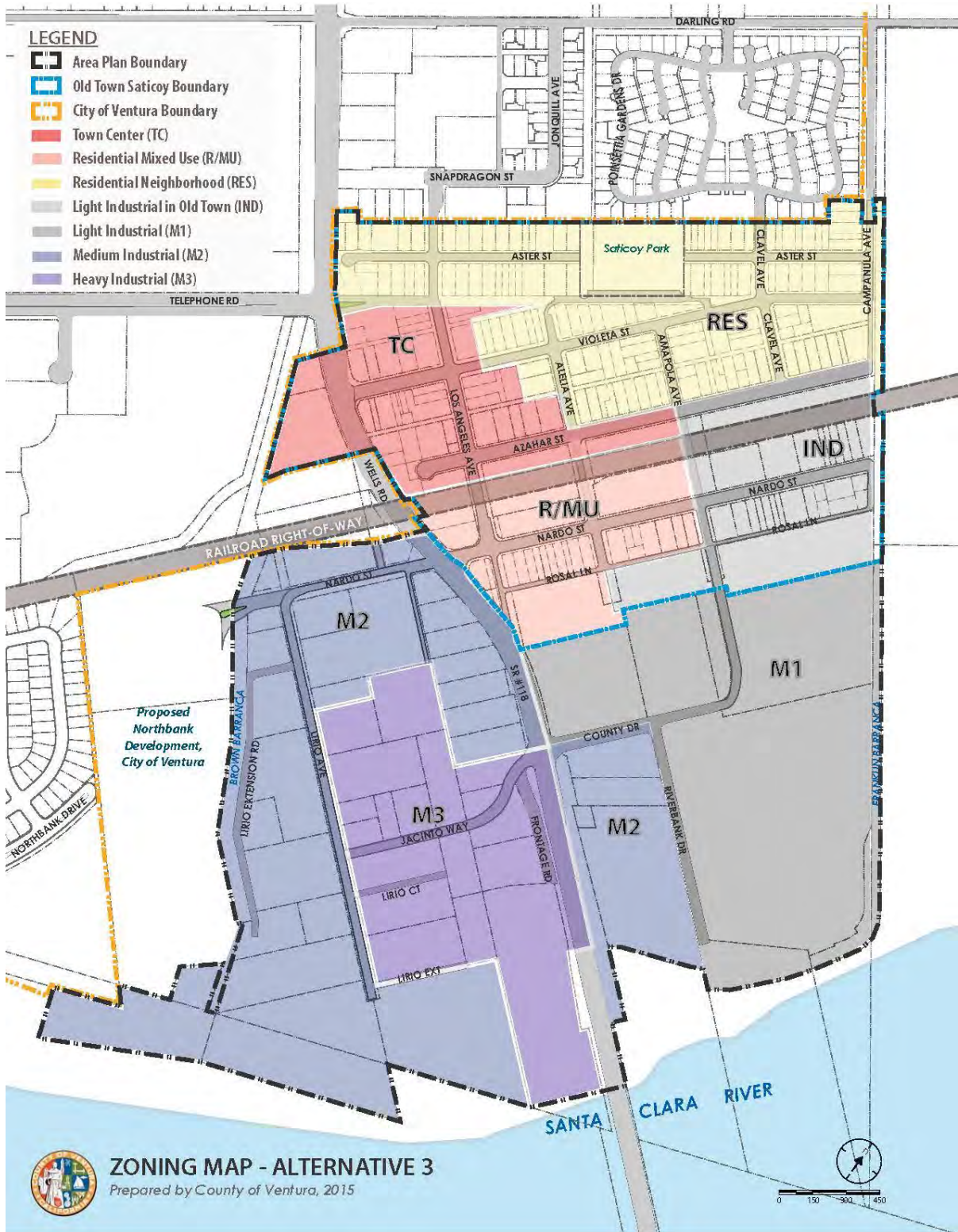
### **5.2.3 R/MU “Hybrid” (PC ALT 3)**

The PC Alternative 3 land use map is a hybrid of the proposed 2015 Area Plan and PC Alternative 3, which R/MU extends east to the edge of Old Town Saticoy (see 5.2.3 above). This alternative is shown on Figure 5-3. Under this alternative, commercial use is primarily located in the historical commercial core of Saticoy, and it allows for retail and commercial uses along LA Avenue north of the railroad. This location is also identified as a “gateway use” for residents/visitors entering into Saticoy from the north, and it takes advantage of the prime commercial location at the corner of Telephone Road and LA Avenue, which would allow the commercial center to be of regional interest if the Telephone Road/LA Avenue road improvements are implemented.

This alternative provides a large R/MU zoned district, as it includes high-density residential use adjacent to and south of the railroad between SR 118 and what would be an extension of Amapola Avenue south over the rail line. In this alternative, the Residential Mixed Use district is proposed for two of the three vacant parcels, for a portion of the existing residential area south of Nardo Street, and in some of the existing industrial use areas south of the railroad. The PC Alternative 2 land use configuration would allow commercial development along LA Ave., and it would locate higher-density dwellings adjacent to the Town Center but away from Saticoy Park. Although this alternative creates a comprehensive residential district south of the railroad, it does locate some new, high-density residential next to industrial use. Potential impacts would be minimized through the use of landscape/parking buffers, design standards, and a limited industrial use matrix for Old Town Saticoy.

Due to the placement of residential use south of the railroad tracks, this alternative includes limited expansion of the Heavy Industrial use (M3) area on the west side of Saticoy. Industrial use is also proposed for the largest of the GPA applicants’ parcels, and one-third of the existing strip of residential development south of Nardo Street. Existing industrial properties east of Amapola Avenue (north/south of the railroad right-of-way) would be retained for industrial use to support future use of the railroad.

Figure 5-2 PC Alternative 3 – R/MU Hybrid



**Comparison of Impacts.** Under the “PC Alternative 3” scenario, the potential environmental impacts of this PC Alternative must be weighed against the potential environmental impacts of the proposed 2015 Area Plan. This can be evaluated in light of the differences in the proposed zoning.

When compared to other alternatives, PC Alternative 3 is the most similar to the proposed 2015 Area Plan in both configuration and amount of specific zones, including an approximately 2 block increase in R/MU and 2 block reduction in Industrial zoning. Unavoidable significant environmental impacts that were identified in Chapter 4 include traffic, water demand, ~~and~~ wastewater generation, and cultural resources - historic.

- **Traffic.** Most of the parcels in this area of Old Town Saticoy are small and could only accommodate limited size industrial uses or limited size multi-family structures. Multi-family residential uses typically have traffic generation similar to light industrial uses. For example, according to the ITE Trip Generation Manual (2012), one multi-family unit generates 6.65 ADT, whereas light industrial uses typically generate 6.97 average daily trips per 1,000 sq. ft. (ksf). It is therefore reasonable to compare one multi-family unit to 1,000 sq. ft., as their respective buildings could be similar in size. However, commercial uses typically generate much higher daily trips than either residential or industrial use, ranging from 42 daily trips for a shopping center, 127 daily trips for restaurants, and up to 716 daily trips for a fast food restaurant. Therefore, because the R/MU zone allows both residential and commercial uses, the increase in R/MU zoning would generate more traffic than the industrial use of the proposed Area Plan. Thus, PC Alternative 4 would result in more traffic impacts than the proposed 2015 Area Plan.
- **Water Demand.** Using the City of Ventura’s water demand factors, mixed residential and commercial uses have a similar water demand as industrial uses. For example, multi-family residential water demand is estimated at 250 gpd per dwelling unit, whereas water demand factors for both industrial and commercial uses is estimated at 265 gpd per ksf. Using the same rationale as for the traffic analysis above, it is reasonable to assume that a small industrial building would be similar in size to a small multi-family unit structure in Old Town Saticoy. Therefore, the potential water demand for R/MU would be similar to industrial uses. As such, Alternative 4 would result in a similar level of impact to City water supplies, resulting in a significant unavoidable impact during drought year conditions and a less than significant impact during normal year conditions. The policy language included in the proposed 2015 Area Plan aimed at reducing water consumption in the Plan area, as well as the mitigation measures identified in Section 4.3, would also be required for this alternative to reduce impacts to water supply to the extent feasible.
- **Wastewater.** Using the wastewater generation factors used in Section 4.10 (Wastewater), mixed residential and commercial uses generate less wastewater when compared to industrial uses. According to the Ventura County Water and Sanitation Department (S. Pan, email dated December 2014), wastewater generation factors (used for facilities planning purposes) for commercial and industrial uses are 3.0 and 4.5 times greater per acre than residential uses, respectively. Therefore, potential wastewater demand for R/MU would

be expected to be less than industrial uses. Nonetheless, impacts to wastewater facilities would remain potentially significant.

- **Cultural Resources – Historic.** Potential significant impacts related to re-designating four parcels along Nardo Street from Residential to Industrial were identified for the proposed project. With this this alternative, two of the four parcels would not be re-designated to Industrial but rather to Mixed Use which would increase the likelihood that the existing structures would be suitable to continue as residential or suitable for adaptive re-use. This means that under this scenario, the potential impact to historic resources would be reduced to less-than-significant for two of the four parcels. However, the other two would remain significant and unmitigated. Further, if the four parcels are not re-zoned, existing land use incompatibilities would remain.

Based on the previous discussion, PC Alternative 3 would have greater traffic impacts and less impacts related to wastewater generation. Potential water demand would be similar to the proposed Area Plan. Overall, however, PC Alternative 3 would not substantially reduce the identified significant environmental impacts, with the exception of wastewater depending on the type of industrial uses. No additional beneficial impacts over the proposed Area Plan are anticipated with PC Alternative 3. Although it would still achieve the primary goals and objectives of the proposed project, it has no environmental advantages.

### **5.3 REDUCED DEVELOPMENT ALTERNATIVE/ENVIRONMENTALLY PREFERRED ALTERNATIVE**

A “Reduced Development Alternative” is defined as an Area Plan that would result in less development potential than the proposed Area Plan. Presumably, the reduced amount of development would decrease the identified significant environmental impacts related to traffic, water supply, and wastewater generation. Although reduced development would also reduce potential environmental impacts associated with future residential, commercial and industrial development within the Area Plan boundary, a reduced development scenario has limited potential to reduce the potentially significant environmental impacts associated with the proposed 2015 Area Plan. That is because *significant environmental impacts were identified for traffic and water supply (during drought years) with or without the proposed 2015 Area Plan* by the year 2035. Essentially, cumulative development during the 2015 to 2035 planning horizon for the proposed 2015 Plan is expected to result in significant, cumulative environmental impacts for traffic and water demand.

As discussed under the “No Project” alternative, the current 2004 Area Plan would accommodate similar amounts of residential and industrial development as the proposed 2015 Area Plan. Also, as was discussed in Section 5.1, it is likely that the “No Project” alternative would accommodate a similar amount of commercial development as the proposed 2015 Area Plan. Overall, the “No Project” alternative, the three alternative land use scenarios, and the proposed 2015 Area Plan result in similar, significant environmental impacts. Thus, a Reduced Development Alternative would be required to reduce potential environmental impacts but it would not reduce cumulative impacts to less than significant.

By definition, a Reduced Development Alternative would have less environmental impacts related to traffic, wastewater, and water demand than the proposed 2015 Area Plan, the “No Project” alternative, or the three alternative land use scenarios discussed above. In addition, it may reduce the impact to cultural resources – historic to less than significant depending on the proposed land use designations. However, cumulative impacts will still result in significant adverse impacts and solutions to alleviate these impacts will be necessary to accommodate future growth in the greater Saticoy area. Thus, a Reduced Development Alternative would not reduce potential impacts to less than significant because water resource and infrastructure issues affecting Saticoy area will require regional solutions:

- **Water Demand.** Water demand (in drought years) is a problem derived from broader climate changes affecting the entire State of California and all of Ventura County. A Reduced Development Alternative for the Saticoy Area Plan is unlikely to alter that scenario. Annexation of the Saticoy community would extend the City’s water rights to this area, but annexation would not resolve the broader problems associated with water supply and demand. Any reductions in development capacity such as, less commercial or industrial intensity, or reduced residential density would reduce water demand over the proposed Land Use Map. However, unless the water supply issues are resolved, reduced development will occur at the individual development project level.
- **Traffic.** Traffic impacts associated with the proposed 2015 Area Plan are primarily associated with lack of capacity on SR 118, and the primary solution to lack of capacity on SR 118 is to restripe the existing pavement to a six (6) lane configuration. However, cumulative traffic alone results in significant impacts on SR 118 within the planning period, and existing traffic levels are either at or near capacity on SR 118. As such, the traffic issue extends beyond the Saticoy Area Plan borders, and a Reduced Development Alternative for the 2015 Saticoy Area Plan would not alter that scenario. Any reductions in development capacity such as, less commercial or industrial intensity, or reduced residential density would reduce traffic impacts over the proposed Land Use Map. However, unless the traffic issues on SR 118 are resolved, reduced development will occur at the individual development project level.
- **Wastewater Generation.** As noted previously, the WWTP has a design capacity of 250,000 gallons per day (gpd). Present average dry weather flow is 100,000 gpd and the peak flow during rainy season is up to 200,000 gpd. Once replacement of the lateral lines is completed, it is anticipated that infiltration will be reduced by 50 percent which would result in a flow of approximately 150, 000 gpd during rainy season. According to Ventura Regional Sanitation District (VRSD) staff that operates the SSD facilities, the WWTP cannot exceed 80 percent of its capacity (or 200,000 gpd), without a plan for upgrade in accordance with RWQCB requirements (R. Jones, Wastewater Superintendent, January 2015). Using the wastewater generation factors used in Section 4.10 (Wastewater), mixed residential and commercial uses generate less wastewater when compared to industrial uses. According to the Ventura County Water and Sanitation Department (S. Pan, email dated December 2014), wastewater generation factors (used for facilities planning purposes) for commercial and



industrial uses are 3.0 and 4.5 times greater per acre than residential uses, respectively. Therefore, in order to reduce wastewater generation impacts to less than significant, a reduction in development capacity that would not exceed a total of 200,000 gpd (an additional 100,000 gpd in dry weather and assuming the infiltration issues are resolved) would be required. It is difficult to provide a definitive land use scenario that could achieve this threshold due to the myriad of possible combinations and the pending infiltration issues. Further, this would result in development capacity less than the 2004 Area Plan Land Use Map. Therefore, this is not a very realistic or viable option.

- **Cultural Resources (Historic).** However, the Reduced Development Alternative could result in a less than significant impact to cultural resources (historic) because the re-zoning of the four potential Sites of Merit may not occur depending on whether or not the re-zoning from Residential to Industrial is included in the reduced development scenario. Conversely, if the four parcels are not re-zoned, existing land use incompatibilities would remain.

Key potential beneficial impacts of the proposed 2015 Area Plan include improved mobility, more efficient and cohesive development patterns, economic stimulation and job creation, improvements to community character, historic resource preservation, new opportunities for affordable housing development, and greater protection of biological resources. While a Reduced Development Alternative would generally reduce adverse impacts associated with development, it would also diminish the potentially beneficial impacts associated with buildout of the proposed 2015 Area Plan.

Finally, a Reduced Development Alternative would not achieve the goals and objectives of the proposed 2015 Area Plan including:

- Economic re-vitalization of the Saticoy community;
- Resolution of long-standing land use incompatibilities between residential and industrial development;
- Creation of an appropriately sized and well-located commercial district;
- Providing new opportunities for affordable housing development;
- Solutions to infrastructure deficiencies that affect Saticoy's commercial and industrial areas;
- Preservation and enhancement of Saticoy's public street system and its historic, small-town character; and,
- Fulfillment of a grant commitment to develop a mixed use zone for residential and commercial development.

Although the Reduced Development Alternative would reduce project-related potential environmental impacts, it would not reduce long-term cumulative impacts to less than significant. In addition, it would not achieve the project goals and objectives. While minor adjustments to the proposed 2015 Area Plan may be warranted, a Reduced Development Alternative is not recommended.

## 5.4 NO PROJECT, NO DEVELOPMENT

The “No Project/No Development” alternative assumes that no further residential, commercial, or industrial development would occur in Saticoy and that no new infrastructure facilities would be constructed. It is assumed that Saticoy’s current population of approximately 1,100 would not change, though it should be recognized that the County cannot control whether or not population growth occurs. Absent additional housing to support future growth, any population growth in Saticoy would likely be accommodated through increasing the number of persons per household. None of the impacts of the proposed Area Plan Update would result. Future conditions within the Saticoy area, except for the impacts of regional growth, would generally be the same as existing conditions, which were described in the environmental setting section for each environmental topic.

This is a purely hypothetical alternative, as it would require that the Board of Supervisors place a moratorium on all new development in Saticoy. Without such an action, property owners in Saticoy would retain the development rights they have today under the existing 2004 Area Plan. As previously discussed, if the proposed 2015 Area Plan Update is not adopted, property owners in Saticoy would retain the development rights they have under the current 2004 Area Plan (see “No Project Alternative”). However, under all future scenarios, the type and magnitude of new development will likely be constrained by the resource and infrastructure deficiencies outlined in this Environmental Impact Report for the proposed 2015 Saticoy Area Plan.

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## 7.0 APPENDICES (SEPARATE COVER)

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Appendices are available for review on the [Ventura County Planning Division website](#).

Appendix A - [Initial Study Checklist](#) (2014)

Appendix B - [Notice of Preparation and Comment Letters](#)

Appendix C - [Market Study for the Saticoy Community](#), MR+E, 2014

Appendix D - Technical Studies

D.1 [Historic Resources Survey and Context](#), San Buenaventura Research Associates, 2014

D.2 [Mobility Technical Report](#), Fehr and Peers, February 2015

D.3 [Noise and Vibration Data](#), Rincon Consultants, Inc., 2015

D.4 [Air Quality and Greenhouse Gas Emissions Analysis Data](#), Rincon Consultants, 2015

D.5 [Water Supply and Water Demand Technical Study](#), Milner-Villa Consulting, 2015

Appendix E - [Background Evaluation and Technical Report](#)

Appendix F - [Franklin-Brown- Sudden-Clark Barranca 2-Dimensional Floodplain Analysis](#), Kasraie Consulting and Riada Engineering, Inc., 2014

Appendix G - [2013 Comprehensive Water Resources Report](#), Ventura Water and [2014 & 2015 Updates](#)

Appendix H - [2012-2013 SCAG RTP/SCS Policy Consistency Analysis](#)

Appendix I - [Vision Plan for Saticoy](#), Sargent Town Planning, 2013