



Planning Division
501 Poli Street
Ventura, CA 93001
805.654-7893
Fax 805.653-0763

NOTICE OF INTENT TO ADOPT NEGATIVE DECLARATION CITY OF SAN BUENAVENTURA, CALIFORNIA

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

- A. Project Description for Case #2430:** This environmental document analyzes the development of a multi family residential project consisting of 154 apartments units on a 4.04-acre vacant site within the Victoria Avenue Town Center (T5.3) Zone. The project consists of stacked flat buildings that range from 3 to 5 stories in height and a combination of open space areas within the site. The project incorporates at grade parking courts providing 293 parking spaces into the site design. Filed by Westwood Communities Corporation, LLC, 1263 Westwood Blvd. Ste. 210, Los Angeles, CA 90024.
- B. Proposed finding.** In accordance with Section 15070 of the California Code of Regulations, the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant effect on the environment, and that a mitigated negative declaration (MND) may be adopted.
- C. Fish and Wildlife Impacts:** On the basis of the information contained in the Initial Study, and on the record as a whole, there is no evidence that there will be an adverse effect on fish or wildlife habitats or resources since none of the factors listed in Section 2R.450.530 of the Municipal Code are present.
- D. Hazards:** The project site is not on any of the lists enumerated under Government Code Section 65962.5 including, but not limited to, lists of hazardous waste facilities, land designated as hazardous waste property, and hazardous waste disposal sites.
- E. Document Review and Comment.** The public review and comment period of the draft begins on January 9 to January 30. To view the draft document, please visit the city's website at <http://www.cityofventura.net/cd/planning/devreview>. Alternatively, the draft and referenced documents are available for review between 8:00 a.m. to 5:00 p.m., Monday through Friday (closed on **January 13 and January 27**) at the Planning Counter, City Hall, 501 Poli Street, Ventura CA 93001.
- F. Public Hearing and Comments.** A public hearing on the project described above is tentatively scheduled in February 2011 at 6:00 pm in the City

Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. Separate public noticing will be provided prior to the public hearing. All comments concerning the draft MND should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Iain Holt, Senior Planner, at (805) 654-7752. Written comments may be mailed or faxed (805/ 654-7560) to the City of Ventura, Planning Division, 501 Poli Street, CA 93001 or emailed directly to iholt@ci.ventura.ca.us.

1/9/2011
Date


Iain Holt, Senior Planner

cc: Applicant and property owner, County Clerk, and MND Distribution List.



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**NEGATIVE DECLARATION No. 2430
CITY OF SAN BUENAVENTURA, CALIFORNIA**

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

Case #2430 ND-: This environmental evaluation covers the development of a multi family residential project including 154 apartment units, on 4.04 acres located within the Victoria Avenue Town Center (T5.3) Zone. The project consists of stacked flat buildings that range from 3 to 5 stories in height and a combination of open space areas within the site. The project incorporates at grade parking courts providing 293 parking spaces into the site design. The subject property is situated within the Victoria Avenue Corridor Plan, which was subject to CEQA review in State Clearinghouse Number 2008031108 adopted by the City of Ventura City Council on February 23, 2009. The Victoria Avenue Corridor Plan evaluated the application of specific policies and the development code on the build out scenario identified as part of the City of Ventura 2005 General Plan. The MND stipulated mitigation measures for Land use and Traffic.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

Attachments:

- A. Initial Study/ND EIR #2430
 - a. Vicinity Map
 - b. Reduced Set of Plans
 - c. Air Pollution Emissions Calculations
 - d. Sewer System Analysis (Flow Monitoring and Hydraulic Modeling)
 - e. Water System Analysis



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**INITIAL STUDY
NEGATIVE DECLARATION #2430**

Project Title: Island View Apartments at Alameda Ave. and 8th Street.
Applicant: Westwood Communities Corporation
Case #'s: AM-4930, ARB-3080

January 2012

II. INTRODUCTION:

This initial study has been prepared in accordance with relevant provisions of the California Environmental Quality Act (CEQA) of 1970, as amended, and the CEQA Guidelines as revised. Section 15063(c) of the CEQA Guidelines indication that the purposes of an Initial Study is to:

1. Provide the Lead Agency (i.e.: the City of Ventura) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration.
2. Enable the applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
 - Focusing the EIR on the effects determined to be significant;
 - Identifying the effects determined not to be significant;
 - Explaining the reasons why potentially significant effects would not be significant; and
 - Identifying where a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary EIRs; and
7. Determine whether a previous EIR could be used with the project.

CITY OF VENTURA

III. INITIAL STUDY CHECKLIST FORM

1. **Project Title:** Island View Apartments at Alameda Ave. and 8th Street
2. **Lead Agency Name and Address:** City of Ventura, Planning Division, 501 Poli Street, Ventura, CA 93001.
3. **Contact Person and Phone Number:** Iain Holt, Senior Planner, 805-654-7752
4. **Project Location:** Northeast of Alameda Avenue and 8th Street.
5. **Assessor Parcel Numbers:** 136-0-020-625
6. **Project Applicant/Name and Address:** Westwood Communities Corporation, LLC, 1263 Westwood Blvd. Ste. 210, Los Angeles, CA 90024
7. **Land Use Characteristics and Adjacent Land Use:** Vacant site/ Residential to the west, commercial center to the north, Wells Road and Ventura County Golf Course to the west, and vacant land to the north.
8. **General Plan Land Use Designations:** Planned Coastal Mixed Use Development
9. **Zoning:** T5.3 Urban Center
10. **Project Description:** A multi family residential project including 154 apartment units, on 4.04 acres located within the Victoria Avenue Town Center (T5.3) Zone. The project consists of stacked flat buildings that range from 3 to 5 stories in height and a combination of open space areas within the site. The project incorporates at grade parking courts providing 293 parking spaces into the site design. The project includes variances to exceed the maximum building height, maximum number of stories, adjust parking spaces dimensions, decrease the required courtyard dimensions and provide unit access ways contrary to the approved zoning code.

Discretionary Permits and Approvals Required:

Exceptions (Variances for Increased Height & number of stories, parking dimension criteria)

Warrants (Minor Variances for Dwelling Unit Access and Courtyard Dimension)
Design Review

11. **Approvals required by other public agencies:** None

IV. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project,

involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

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

V. CONCLUSION AND ACTION.

On the basis of this initial evaluation:

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

applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.
--

Signature

Date

Print Name

Title

VI. EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
- 4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from Section XVII, "Earlier Analyses," may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other

CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

- a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
- 6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
 - 7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
 - 8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
 - 9) The explanation of each issue should identify:
 - a) the significance criteria or threshold, if any, used to evaluate each question; and
 - b) the mitigation measure identified, if any, to reduce the impact to less than significance

VII. ENVIRONMENTAL IMPACT EVALUATION.

A. Aesthetics:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Have a substantial adverse effect on a scenic vista? (2005 General Plan [GP]-Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics)			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? (2005 GP-Well Planned & Designed Community, Our Natural Community; FEIR GP, 4.1-Aesthetics; SBRA)			X	
3. Substantially degrade the existing visual character or quality of the site and its surroundings? (2005 GP-Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics; Community Design Guidelines; MCDG)			X	
4. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area? (2005 GP-Well Planned & Designed Community; FEIR GP, 4.1-Aesthetics)			X	

Impact Discussion:

1. The proposed project would alter the visual character of the plan area by resulting in the development of a vacant lot. This development would result in a substantial intensification of the urban setting of Alameda Avenue and 8th Street the southern portion of the Montalvo Shopping Center. Following development, viewers along Alameda Avenue and 8th Street would see primarily multi-family residential structures if looking to the north and east. The existing single family residential area, which is situated at an elevation of approximately 30 feet higher than the site will potentially have some private views affected by placement of structures that would be taller than the rear yards.

Although some individuals may view this change as adverse, the change for this area was envisioned in the Ventura General Plan and the recently adopted Victoria Avenue Corridor Plan affecting this property. As part of the project there is a height variance request to

increase the maximum number of stories from four stories to five stories. However the proposed project would not exceed the maximum height of 52 feet as measured from the average grade of Alameda Avenue, with the exception of a tower element located at the corner of building D and E, which would exceed the height limit by 6 feet. The tower feature is square with a pitched roof feature with a base of approximately 10 feet by 10 feet.

These height increases are directly related to the limitations of applying the height regulations across a 4.04-acre site with the sloping frontages along Alameda Avenue and existing pad grade situated 10 to 20 feet above Alameda Avenue. Furthermore the built environment of Victoria Corridor and Montalvo Community already limits the existing views along the Victoria Avenue corridor. The project has been evaluated by the Design Review Committee against the existing Citywide Design Guidelines and generally creates aesthetically pleasing architectural design elements, landscape amenities and improved streetscapes. The proposed development would not create an aesthetically offensive condition.

2. Given the above, the project would have no impact with respect to the creation of an offensive aesthetic condition.

3. The project will replace an existing unimproved lot with a multi-family residential development, which incorporates a Mediterranean architectural style and a tree lined streetscape with pedestrian plazas that enhance and compliment the surrounding character of the Montalvo neighborhood. The project has been evaluated per the Citywide Design Guidelines, and recommended for approval by the Design Review Committee.

As part of the entitlement process, the Design Review Committee will review the construction details during the confirmation of details process.

4. Development of the plan area would introduce street lighting and outdoor building lighting primarily associated pedestrian pathways for the purposes of illuminating walkways and stairwells serving unit access. While this would introduce lighting onto the subject parcels not currently illuminated, this lighting would be of a character normally associated with urban development, and would be regulated for different applications through lighting standards as part of the Design Review Committee's detail confirmation review and ensure that light does not spill over onto adjacent properties and minimize use of uplighting. Thus, the introduction of these sources of lighting should not adversely affect any sensitive uses in the vicinity. In addition, street lighting currently exists in the neighborhoods to the east, and west. Any development within the plan area would be required to conform to the development code, which provides for enhancement of exposure to light and air and includes setbacks and parking lot lighting standards to ensure that new structures would not affect adjacent uses. As such, the project's impact with regard to light generation and sunlight obstruction would be less than significant.

Mitigation/Residual Impact(s): Based on the discussion above, the proposed project would have no impact to aesthetics.

B. Agricultural Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Convert prime, unique, or statewide importance farmland, as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resource Agency, to non-agricultural use? (2005 General Plan; FEIR, 4.2-Agriculture)			X	
2. Conflict with an existing agricultural zone or Williamson Act contract? (2005 General Plan; FEIR, 4.2-Agriculture)			X	
3. Involve other changes to the existing environment that, due to their location or nature, could result in a conversion of farmland to non-agricultural use? (2005 General Plan; FEIR, 4.2- Agriculture)			X	

Impact Discussion:

1. The subject property has not been used for agricultural purpose, nor has the property been on record of being Farmland of Statewide Importance as defined by the U.S. Soil Conservation Service Important Farmlands Inventory system. Therefore, the project would not have a significant impact on agricultural lands.

2. The project is not subject to a Williamson Act contract. The property is designated Commerce under the City's General Plan and the current zoning designation is Victoria Avenue Town Center (T5.3) Zone. Thus, the project would not conflict with an agricultural land use or zoning designation. No impact would occur.

3. The property has not been used for agricultural purposes.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have no impact to agricultural resources.

C. Air Quality:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Conflict with or obstruct implementation of the applicable air quality plan?			X	
2. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	
3. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
4. Expose sensitive receptors to substantial pollutant concentrations?			X	
5. Create objectionable odors affecting a substantial number of people?			X	

Impact Discussion:

1. The project site is located within the Ventura County Air Basin and is under the jurisdiction of two air quality management agencies. The California Air Resources Board (CARB) is responsible for the control of each site's mobile emission sources, and the Ventura County Air Pollution Control District (VCAPCD) has oversight on the regulation of stationary sources. Based on the guidelines adopted by the VCAPCD on November 14, 2000, the URBEMIS 2007 software program was utilized to calculate both expected construction and operational related air emissions for the project (Attachment C).

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

Construction Related Impacts: Though the Air Pollution Control District does require mitigation for construction related impacts, construction of the project would result in temporary, though less than significant, air quality impacts due to the use of heavy construction equipment and potential generation of fugitive dust. The implementation of standard building and grading permit conditions, however, assures that these impacts are less than significant. Those conditions to be imposed upon the project include the following:

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

- 4) At all times, fugitive dust emissions shall be controlled using the following procedures:
- a) On-site vehicle speed shall be limited to 15-mph.
 - b) All areas with vehicle traffic shall be watered periodically.
 - c) Use of petroleum-based dust palliatives shall meet the road oil requirements of Ventura County APCD Rule 74.4, Cutback Asphalt.
 - d) Streets adjacent to the project site shall be swept as needed to remove silt, which may have accumulated from construction activities so as to prevent excessive amounts of dust.

Operational Related Impacts: The project's vehicular and non-vehicular operational related impacts were calculated using the California Emission Estimator Model (CALEEmod) (Version 2011.1.1) software program. Non-vehicular sources include fuel combustions emissions from solvent use, propellants as well as those contained within aerosol and non-aerosol consumer products, pesticide applications and mobile utility equipment such as lawn and garden equipment. Staff's calculations indicate the project would not exceed the VCAPCD recommended significant threshold for ROG and NO_x (Attachment C). The results in Table 1 indicate project-related emissions would not exceed the 25 lbs/day VCAPCD significant threshold for ROG by about 9.9 lbs and not exceed the 25 lbs/day NO_x threshold by about 8.75 lbs. As such, the project's daily air emissions are not considered significant.

Table 1
Projected Daily Operational and Area Emissions

Project Component	Emissions (lbs/day)	
	ROG	NO _x
Area	5.83	0.16
Energy	0.07	0.24
Mobile	9.2	15.52
Total	15.10	16.25
<i>Threshold</i>	25	25

Air Quality Management Plan (AQMP) Consistency: The Ventura County AQMP relies on the most recent population estimates developed by the Metropolitan Planning Organization (MPO). The Southern California Association of Governments (SCAG) acts as the MPO for Ventura County. According to SCAG's 2004 Regional Transportation Plan (RTP) population forecasts, the projected 2025 population for the City of Ventura is 123,645. This represents an average annual growth rate of 0.78%

The City's estimated 2011 population is approximately 107,124 persons, with an average of 2.5 persons per household. The conceptual plan for the proposed project estimates 154 dwelling units or a potential for 385 persons total as a result of the proposed project. The

SCAG adopted growth forecast for the 2008 Regional Transportation Plan (RTP) projects population of 127,032. The SCAG adopted growth forecast for the 2008 RTP projected a 2010 employment population of 68,249 for the City of Ventura and a 2025 employment population of 80,017 for the City of Ventura. Therefore, this project would not result in population growth above that forecasted in the Ventura County AQMP.

2. See item one above.

3. See item one above.

4. The neighborhood use proposed would not be anticipated to generate any substantial pollutant concentrations.

5. The project would provide for a multi family residential development. This type of development typically does not generate airborne odors with the potential to affect a substantial segment of the population. Any odors generated from the project would be similar to those generated by the existing surrounding residential and commercial uses. As such, the proposed project would not result in impacts associated with objectionable odors.

Mitigation/Residual Impact(s): Based on the discussion above, the proposed project would have no impact to air quality.

D. Biological Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
3. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
4. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X
5. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? (MCDC, GP FEIR, 4.4- Biological Resources; Local Coastal				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
Plan)				
6. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? (GP FEIR, 4.4- Biological Resources; Local Coastal Plan)				X

Impact Discussion:

1-6) The project site area is a vacant site identified as urban in the 2005 General Plan EIR. The project site was previously graded as part of the Montalvo Shopping Center development and does not contain any known species that are considered unique, rare, threatened, or endangered or nor is the site considered critical habitat. The surrounding area contains no wetland, riparian habitat, or native plant or animal community.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would have no impact to biological resource.

E. Cultural Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Cause a substantial adverse change in the significance of a historical resource as defined in '15064.5? ? (GP FEIR, 4.5- Cultural Resources; San Buenaventura Research Assoc. [SBRA])				X
2. Cause a substantial adverse change in the significance of an			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
archaeological resource pursuant to '15064.5? (GP FEIR, 4.5- Cultural Resources; SBRA)				
3. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? (GP FEIR, 4.5- Cultural Resources; SBRA)			X	
4. Disturb any human remains, including those interred outside of formal cemeteries? (GP FEIR, 4.5- Cultural Resources; SBRA)			X	

Impact Discussion:

1. The subject property is not identified as a historic property nor constitutes any historic resources.
2. Based on a review of available cultural resources maps, the project site is identified within a Sensitive Native American Resources area. The proposed project is not anticipated to result in significant impacts to archaeological resources and human remains, if implementation of the mitigation measures provide an added level of assurance that the project will have a less than significant impact. However, there still remains the potential to encounter significant belowground cultural resources and mitigation measures are proposed to reduce the potential discovery of resources to a less than significant level.
3. The site is not know to contain paleontological resources, nor are there currently unique geologic features on the property. The mitigation measures proposed for this section would suffice in the advent such resources were encountered.
4. The proposed project is not located within the proximity of existing cemeteries or burial grounds.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would not have potentially significant impacts with regard to cultural resources.

F. Geology and Soils:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. (GP FEIR, 4.6-Geologic Hazards)			X	
ii) Strong seismic ground shaking? (GP FEIR, 4.6- Geologic Hazards)			X	
iii) Seismic-related ground failure, including liquefaction? (GP FEIR, 4.6- Geologic Hazards)			X	
iv) Landslides? (GP FEIR, 4.6-Geologic Hazards)			X	
2. Result in substantial soil erosion or the loss of topsoil? (GP FEIR, 4.6-Geologic Hazards)			X	
3. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? (GP FEIR, 4.6- Geologic Hazards)			X	
4. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	

Impact Discussion:

1-4. The City of Ventura lies in a highly active earthquake region and is subject to various seismic and geologic hazards. The entire planning area of Ventura is subject to severe groundshaking from a number of faults in the region. The Ventura-Foothill Aliquist-Priolo is the nearest known fault zone to the project area, located approximately 1.75 miles away and it trends east to west across the northern section of the city near the base of the foothills. Properties along this fault have the highest potential for surface rupture in the city. Also to the north, approximately 0.25 miles is the Oak Ridge fault, which thousands of feet of subsurface displacement but is poorly defined at the surface and is considered at least potentially active and probably active. Ground shaking and surface rupture could damage structures and/or create adverse safety conditions. However, compliance with City policies, in combination with the requirements of the California Building Code and the Aliquist-Priolo legislation, would reduce the risk associated with ground shaking and surface ruptures to a less than significant level.

The proposed project is located within an area not subject to subsidence/landslide. The project is located in an area known to have high to moderately expansive soils and not within a liquefaction hazard area as identified within the 2005 General Plan EIR. The Building and Safety Division would implement standard conditions that would effectively mitigate this issue area via compliance with California Build Code and require that a complete geotechnical investigation report to be completed, which include specific stem wall and foundation design recommendations. The development proposal would result in substantial grading associated with stepped foundation heights and the different building finished floors and changes in natural topography since the area in question is relatively level; consequently, no impacts are therefore anticipated.

Based on the foregoing and the further evaluation of a full geotechnical evaluation in conjunction with the grading and building foundation design at the time of grading plan review, the project does present any significant impacts to the Geology and Soils of the site.

Mitigation/Residual Impact(s): Given the above, project implementation would have a less than significant impact with regard to the geology and soils issue area. No mitigation measures are required.

G. Greenhouse Gas Emissions:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.			X	

Impact Discussion:

1. Determining how a project might contribute and the overall effect of the individual project to Global Climate Change remains an ongoing debate. Currently there are no approved thresholds or methodologies currently available for determining the significance of a project's potential contribution to global climate change in CEQA documents. An individual project, other than a massive regional construction project associated with energy production or transportation system, does not generate sufficient GHG emissions to directly influence global climate change. Examples of projects that are likely to exceed a threshold for GHG's include significant expansion of airports and harbors, major metropolitan redevelopment, large scale conversion of farmland and forests, large scale dairy farming, and large scale strip mining and timber harvesting activities. This issue related to Global Climate Change analysis is whether the project contribution towards a cumulative impact is cumulatively considerable.

To determine the significance of GHG emissions from the project, the California Air Pollution Control Officers Association (CAPCOA) white paper entitled *CEQA & Climate Change* (January 2008) was used as a guideline document. This document suggests that projects on a "green list" could be considered less than significant with respect to GHG emissions. Green list projects are those that are deemed a positive contribution to California efforts (e.g., Assembly Bill [AB] 32, Senate Bill [SB] 375) to reduce GHG emissions. One potential green list project is the "development of high-density infill projects with easily accessible mass transit."

The project represents the implementation of the General Plan's smart growth and new urbanist goals of infill development in a mixed-use setting, which could be categorized as a "green list" project. The project would implement smart growth and urbanism concepts to create a mixed-use development zone and urban infill development, which could be categorized as a green list project according to CAPCOA.

Furthermore, an indicator as to the projects contribution of GHG's, the air quality impact discussion of this document demonstrates that the project does not exceed the thresholds for ROC and NOx emissions by the Ventura County Air Pollution Control District (VCAPCD). The analysis takes into account that the project design itself incorporates several mitigating factors that contribute to a reduction in generation of GHG's. As such the project's

cumulative impact on climate change and GHG emissions would be considered less than significant.

2. The California Air Resource Board was projected to have regulations in place by January 2011. The California Air Pollution Control Officers Association (CAPCOA) has provided a resources document for local governments to assess emission reductions from various types of land use planning and development mitigation measures. According to CAPCOA, increasing density reduces VMT and associated air pollutant emissions. The project incorporates many CAPCOA recommendations into the design including bicycle parking and Title 24 compliance measures.

Mitigation/Residual Impact(s): Given the above, project implementation would have a less than significant impact with regard to the greenhouse gas emissions issue area. No mitigation measures are required.

H. Hazards and Hazardous Materials.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? (2005 GP – Our Safe Community)				X
2. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? (2005 GP – Our Safe Community)			X	
3. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? (2005 GP – Our Safe Community)			X	
4. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
result, would it create a significant hazard to the public or the environment? (http://www.envirostor.dtsc.ca.gov/public)				
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? (2005 GP – Our Safe Community)				X
6. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? (2005 GP – Our Safe Community)				X
7. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? (2005 GP – Our Safe Community)			X	
8. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? (2005 GP – Our Safe Community)				X

Impact Discussion:

1. The project would not involve transport, use or disposal of hazardous materials, nor would it create a significant hazard to the public, produce any accidents or conditions involving the release of hazardous materials into the environment. The storage of hazardous materials, in quantities sufficient to present a significant hazard to the public or environment would not result from the project.
2. Based on a site reconnaissance, no significant quantities of hazardous or toxic materials

were observed on the subject property.

3. & 4. Montalvo Elementary School is the closest school, which is an approximately 0.25 mile distance from the site. The site is not on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, therefore does not represent a significant threat to the public or environment and the vicinity of the public institution.

5. The subject property is not located in the vicinity of a designated airport land use, nor is within a two-mile radius of a public airport; therefore, no hazards are known to impact public safety.

6. The subject property is not located within a vicinity of a private airstrip.

7. The subject property and proposed development would not conflict or otherwise interfere with emergency response or emergency evacuation plans. No development or uses would conflict with existing evacuation routes.

8. The subject property does not identify any neighboring wild lands that would be subject to wildland fires. Therefore, no impact would result to threaten public safety and amenities.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have no impact with regard to Hazards and Hazardous Materials. Therefore, no mitigation measures are required.

I. Hydrology and Water Quality:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Violate any water quality standards or waste discharge requirements?			X	
2. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
3. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
4. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
5. Otherwise substantially degrade water quality?			X	
6. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?			X	
7. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?			X	
8. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			X	
9. Inundation by seiche, tsunami, or mudflow?			X	

Impact Discussion:

1. Discharges into surface waters will be altered as a result of the project. Runoff pollutants such as petroleum hydrocarbons and heavy metals generally associated with urban developments are typically washed off streets and parking areas during the first storm of the winter season, provided at least one-half inch of rain falls. However, the project will incorporate bio-filtration swales or other stormwater filtration methods as part of the drainage design and is subject to the requirements of the City of San Buenaventura and County of Ventura National Pollution Discharge Elimination System (NPDES) permit for municipal

storm water runoff, the conditions of which limit the volume of contaminants allowed to enter the storm drain system, impacts are considered to be less than significant.

The May 2011 update to the Ventura County Technical Guidance Manual for Stormwater Quality Control Manual had an effective date of October 11, 2011. Projects deemed complete prior to this date were not subject to the updated regulations. However, the project will be subject to the standard conditions that require the development to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, and comply with the County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to "control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat." This affects both large and small storm water flows.

The City, County, Watershed Protection District, and nine other local cities are co-permittees on National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 issued by the Regional Water Quality Control Board in 2000. NPDES is a Federal Environmental Protection Agency (EPA) program administered by the states to control water pollution by regulating point sources. In California, the State Water Quality Control Board is responsible for ensuring compliance with the provisions of the Federal Clean Water Act and the State Water Quality Control Act. The Los Angeles Regional Water Quality Control Board ensures local compliance with the countywide NPDES permit. The Ventura County SQUIMP is included as an attachment to the permit. The two primary municipal permit objectives are to:

- Effectively prohibit non-storm water discharges; and
- Reduce the discharge of pollutants from storm water conveyance systems to the maximum extent practicable.

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. Therefore, based on proposed improvements and standard conditions, specific plan implementation would have a less than significant impact on storm drainage facilities.

2. See the discussion under items one above. For more information please refer to the discussion under Utilities and Service Systems.

3. The project area is surrounded on three-sides by an established urban environment. Although the proposed change of use from vacant land to residential uses will result in an increase in the amount of impermeable surfaces, which will in turn alter the amount of

surface water and the course and/or direction of on-site drainage, new construction will be required to comply with standard City conditions regulating stormwater runoff to ensure that the construction would have a less than significant impact with regard to the issue of stormwater quality. Stormwater issues were discussed in more detail in the Utilities and Service Systems section.

4. Discharges into surface waters will be altered as a result of the project. Runoff pollutants such as petroleum hydrocarbons and heavy metals generally associated with urban developments are typically washed off streets and parking areas during the first storm of the winter season, provided at least one-half inch of rain falls. However, because the project incorporates bio-filtration swales as part of the drainage design and is subject to the requirements of the City of San Buenaventura and County of Ventura National Pollution Discharge Elimination System (NPDES) permit for municipal storm water runoff, the conditions of which limit the volume of contaminants allowed to enter the storm drain system, impacts are considered to be less than significant.

5. The project would not result in any direct impact with regard to the degradation of water quality since it would utilize City water, and additionally the project site is not known to be a contributor to the aquifer.

6. According to the 2005 General Plan FEIR, the project area is not located within a 500-year flood plain, a 100-year flood plain, or a floodway. The flood boundaries utilized in this map are derived from the September 1986 and August 1987 Flood Insurance Rate Maps (FIRM) compiled for the Federal Insurance Administration to implement the National Flood Insurance Act. Therefore, the project will not place any structures within a flood hazard area and no impacts are anticipated.

7. See the discussion under items six above.

8. See the discussion under items six above.

9. The project site is located within a Tsunami Hazard Zone, which would pose risks from potential tsunami occurrences. The Seismic Sea Wave Warning System (SSWWS), directed by the U.S. Coast Guard is the primary source of tsunami detection. The Ventura Fire Department has devised and maintains a comprehensive Standardized Emergency Management System (SEMS) Multi-hazard Functional Response Plan that addresses the city's responses to emergency situations associated with natural disasters. The project addressing will be incorporated within the system as a standard condition of being located within the Tsunami Hazard Zone, thus the previous mitigation measure GEO-5 would no longer be necessary due the establishment of the SEMS. The continuing participation in the SSWWSS and maintenance of the SEMS would reduce impacts related to tsunami risk to less than significant.

Mitigation/Residual Impact(s): Given the above, the proposed project would have a less than significant impact with regard to the Hydrology and Water Quality issue area. No mitigation measures are required.

J. Land Use and Planning:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Physically divide an established community?				X
2. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			X	
3. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X

Impact Discussion:

1. The project area is situated within the Victoria Avenue Corridor as identified in the City of Ventura 2005 General Plan.
2. The projects comply with the provisions of the T5.3 Urban Center zone classification and the Commerce land use designation. The Victoria Avenue Corridor Plan - Action 3.7 states that "Future development shall be limited to the buildout numbers established in Table 3-2, *Predicted Development Intensity & Pattern* of the 2005 General Plan. The Planning Division shall monitor development within the Corridor area to ensure consistency. In the event the Community Development Department receives an application for proposed development that is expected to exceed the established buildout numbers, a General Plan Amendment and associated environmental review will be required."

The 2005 General Plan Table 3-1 provided numbers for actual carrying capacity for all land use designations on a cumulative basis throughout the city and then General Plan Table 3-2 further limited identified project growth numbers within the Neighborhoods, Corridors and Districts based on reasonably assumed growth benchmarks. However, the General Plan recognizes that the distribution of future growth may vary based on market forces and other factors. The Districts, Corridors, and Neighborhood Center areas could accommodate more development and /or a different mix of development than shown in General Plan Table 3-2.

The assumption of the Victoria Corridor Plan Mitigated Negative Declaration is that development under the Victoria Plan would not exceed the 2025 General Plan Table 3-2 projections (see Table 2) and any proposed growth beyond these projections would require a General Plan amendment and associated environmental review.

Table 2. Projected Development within Victoria Avenue Corridor

Development Type	Square feet/units
Residential (# units)	50
Retail (s.f.)	15,000
Office (s.f.)	40,000
Industrial (s.f.)	-
Hotel (s.f.)	-
Total	55,000 s.f./50 units

Source: City of Ventura 2005a.

The Community Development Department has found that the 154-unit apartment project is consistent with the General Plan Table 3-2 predicted development intensity specified for residential, retail and office development types. The 154 units project is equivalent to both the build-out numbers for Planned and Pending Developments as well as Predicted Development Intensity. The evaluation of the project against General Plan Table 3-2 is broken down in the following manner; 1) 72 planned residential units were already recognized in 2005 as part of the Planned and Pending Developments within the Montalvo/Victoria area, 2) future development of 50 residential units under Predicted Development Intensity, and 3) future development of 40,000 square feet of office and 15,000 square feet of retail. The office and retail square footage have an equivalency to 32 residential units, when using conversion factors based on water demands, sewer generation and assumed traffic generation by the Victoria Avenue Corridor Plan.

3. There is no City of Ventura Habitat Conservation, but the General Plan contains policies protecting existing wetland and riparian areas. The project does not include any such area subject to the conservation policies of the General Plan.

Mitigation/Residual Impacts: None.

K. Mineral Resources:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				X

Impact Discussion:

1-2. The subject site is not situated in an area that contains petroleum or aggregate resources or any other known mineral resources per the 2005 General Plan EIR. The 2005 General Plan FEIR does not identify the site as a designated mineral resource recovery site.

Mitigation/Residual Impacts: Given the above, the proposed project would have a less than significant impact with regard to the Mineral Resources issue area. No mitigation measures are required.

L. Noise:

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
2. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
3. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
4. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

Would the project result in:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
5. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?			X	
6. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X

Impact Discussion:

1. As outlined in the Noise Element of the City's General Plan, the significance threshold for noise from commercial uses is 60-65 Community Noise Equivalent Level (CNEL) decibels (dBA). Typical noise levels from "hard" surfaces attenuate at a rate of about 6 dBA per doubling of distance. The City's Noise Ordinance (No. 87-19) restricts construction activity to the hours between 7 A.M. and 10 P.M., when people are generally less sensitive to noise. The City's Noise Map indicates the project site in the vicinity of the Highway 101 and is located within the 65-dBA through 70-dBA contours.

Action 7.32 of the Ventura General Plan states that in order to minimize the harmful effects of noise acoustical analysis would be required for new residential development within the mapped 60-65 dBA CNEL contour or within any area designated for mixed-use development, and require mitigation necessary to ensure that:

- Exterior noise in exterior spaces of new residences and other noise sensitive uses that are used for recreation (such as patios and gardens) does not exceed 65 dBA CNEL, and
- Interior noise in habitable rooms of new residences does not exceed 45 dBA CNEL with all windows closed.

According to the Noise Element, the proposed residential and retail development uses are not considered "sensitive" noise receptors. Other similar uses in the vicinity are not significantly impacted by the adjoining freeway and industrial noise.

The placement of residential and other noise-sensitive uses in proximity to heavily traveled roadways such as Victoria Avenue could potentially expose such residents to noise levels

that exceed the City's 65 dBA CNEL exterior standard. However, the noise contour this site is situated within relates to Highway 101, rather than Victoria Avenue. General Plan Action 7.32 requires acoustical analyses for projects where exterior noise levels may exceed 60 dBA CNEL and requires mitigation to reduce exterior levels to 65 dBA CNEL or lower and reduce interior noise levels to 45 dBA or lower. In addition, pursuant to the General Plan, the City's Noise Ordinance would be updated to provide noise standards for residential projects and residential components of mixed-use projects within commercial areas.

Under the 2005 General Plan Figure 4.10-4 Future Noise Contours (CNEL) the project site is located in an area that is within the future 60dBA contour. The project design orients the usable outdoor space towards the interior of the project so the building configurations attenuate traffic noise. In order to comply with the interior noise thresholds based on the findings of the new analysis and in keeping with the intent of previous mitigation measure N-4(a), new interior noise mitigation is recommended.

2. The proposed project is not known to generate any excessive ground borne vibration or noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.

3. The proposed project is not known to generate a permanent increase in noise levels. The primary vibration source generally associated with the development of buildings results from the use of various equipment utilized during construction of foundations.

4. The subject property is currently vacant. As such, construction of the proposed development for residential and retail uses on the subject property would create temporary noise associated with construction activity. However the grading and building construction would subject to the City's Noise Ordinance, limiting construction to the daytime hours. Therefore, the existing development is not known to generate temporary or periodic increase in noise levels.

5-6. The subject property is not located in the vicinity of a designated airport land use, private airstrip, nor is within a two-mile radius of a public airport; therefore, no impact is known to public safety.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have a potentially significant impact with regard to Noise unless mitigated. Therefore, the following mitigation measure is required.

M. Population and Housing:

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			X	
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X

Impact Discussion:

1. According to the Department of Finance estimates, population within the City of Ventura was estimated to be 100,916 persons in the year 2000, and 106,433 persons as of 2010 Census. A proposed project will have a significant impact to population and housing if implementation would cumulatively exceed official regional or local population projections; induce substantial growth in an area either directly or indirectly; or displace existing housing, especially affordable housing. The City of Ventura is located within the regional planning area of the Southern California Association of Governments (SCAG), and Ventura Local Planning area of the Ventura Air Pollution Control District. The Southern California Association of Governments 2004 Regional Transportation Plan establishes adopted growth forecasts for local jurisdictions within the Southern California region. The adopted regional forecast for the City of Ventura is 101,002 persons by the year 2000, 109,087 persons by the year 2005, and 116,247 persons by the year 2010. The Ventura County Air Pollution Control District adopted population projection for the Ventura local planning area is 114,000 persons by the year 2004, and 115,000 by the year 2005. The proposed project consists of 154 dwelling units as a part of the multi family development. As a result, population increase would not exceed regional or local growth projections. Therefore, no significant impacts to population are expected.

2. There is no presence of residential development on-site. Therefore, no impact would result to displacing existing residential development.

3. The proposed development is on vacant undeveloped property which does not create any displacement of current personnel on the site. Therefore, no impact is associated to the

residing people or community.

Mitigation/Residual Impact(s): Based on the above discussion, the project would have no impact with regard to Population and Housing. Therefore, no mitigation measures are required.

N. Public Services:

Would the project have an effect on or result in a need for new or altered government services in any of the following areas:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Fire protection?			X	
2. Police protection?			X	
3. Schools?			X	
4. Parks?			X	
5. Other public facilities?			X	

Impact Discussion:

1. According to the 2005 General Plan EIR did not identify any fire protection service deficiencies in the Victoria Corridor and Montalvo Community area. The project area is served by existing Ventura Fire Department stations and no issues with respect to the provisions of fire service have been identified. Assuming compliance with applicable Fire Code requirements in all new development, significant impacts relating to fire protection service are not anticipated.

The City of Ventura Fire Department has long sought to reach the national standard staffing goal of 1 firefighter per 1000 residents. Currently, at 63 sworn staff and a population of 109,946 that ratio is 1 firefighter per 1714 residents or .57 Firefighters per 1000 residents. In 2002, Ventura Fire had 73 sworn positions and a population of 100,916, resulting in a ratio of 1 firefighter per 1382 residents or .72 firefighters per 1000 residents.

However, the City and Fire Department have been exploring ways to identity future funding sources to replace cut positions, reopen the closed station, provide additional coverage for already identified lower served portions of the community. The voters did not approve two tax measures in recent years. The Department has been actively seeking assistance through grant programs and was just awarded a 2.33 million dollar grant to re-staff Fire Station 4 for 3

years. The SAFER grant through FEMA requires the Department to add 9 positions to staff the closed fire station without reducing staffing elsewhere. The grant will fund the first two years and the City must maintain that staffing for an additional year at City expense. This program will mean that staffing for East Ventura will be improved for at least three years. This will bring our ratio of 1 firefighter per 1527 residents or .65 firefighters per 1000 residents.

Current emergency response times are 5 minutes, which exceed the 4-minute goal for 90% of the responses.

2. The Ventura Police Department (PD) provides a law enforcement and police protection force within the jurisdictional boundaries of the City of San Buenaventura. According to the 2005 City of Ventura General Plan FEIR, the City maintains staffing levels of 1.21 police officers per 1,000 residents, which is lower than that of Santa Barbara and Oxnard. The 2005 General Plan includes policies to improve community safety through enhanced police service. Action 7.15 specifically provides for increased staffing as necessary to serve the community, in addition to increasing community participation and researching funding options for police services. The City of Ventura Police Department (VPD) provides law enforcement services in the incorporated City. VPD headquarters is located at 1425 Dowell Drive.

The VPD is currently budgeted for 127 sworn officers and when fully staffed, this results in an allocated level of service of about 1.21 sworn officers per 1,000 residents based on the current population of about 105,000. The Department also employs 52 civilians as support personnel. However, the VPD does not use a formula for determining whether staffing levels are adequate to serve the current population. Although the existing police station is large enough to accommodate the current police force, existing facilities are operating at maximum capacity. Therefore, any significant increase in staffing levels would eventually require facility expansion.

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

3. According to the 2005 General Plan EIR concluded that growth impacts from the new school facilities stated by the General and Specific plans identified less than significant citywide. Based student generation rates contained in the 2005 General Plan, development of 154 residential units would generate 36 elementary age students (0.22 elementary school students per unit), 15 middle school students (0.09 middle school students per unit), and 18 high school students (0.11 high school students per unit). The Ventura Unified School District (VUSD) provides public educational services throughout the Ventura planning area. District schools are organized as kindergarten through fifth grade elementary schools, sixth through eighth grade middle schools, and ninth through twelfth grade high schools. The District has divided the City into four geographic attendance areas to direct a student's progression from elementary to high school: West Side, Midtown, Montalvo, and East End. The plan area is located within the Montalvo area of the school district. All elementary schools, except one,

serve a specific attendance area of one or more neighborhoods; the exception is Mound School, which is a District-wide magnet school.

Based on geographic location, students within the plan area would attend Montalvo Elementary, which is operating at 97% of capacity (VUSD, "Room Use Analysis" Statistics (2008/2009)). The addition of 36 students at this school would exceed the 416-student capacity by 23 students and result in operation at 106% of capacity. The addition of 15 middle school students would bring enrollment at Balboa Middle School to 1322 students (closest school to the project area), and operation at 85% of that school's 1,204-student capacity.

Although many schools are at or near capacity, the school district is working toward resolving overcrowding through construction of a new middle school within the city, as well as exploring potential expansion of facilities at existing sites. Mitigation of adverse effects on capacity at schools is accomplished through payment of School Mitigation Fees at issuance of building permits pursuant to State Law. Section 65995(h) of the California Government Code (Senate Bill 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, mitigation is not required and the project would have no impact with regard to schools.

4. The General Plan does not anticipate the provision of parkland at the project site, nor does the Victoria Avenue Corridor Plan provide any development requirements for public parkland to be provided by projects. As a requirement of the Town Center Zoning for the site and the applicable building types, the project does incorporate private open space for the project residents. However, the project will be required to pay a variety park fees to the City for regional park needs, ongoing maintenance and Quimby Act. Therefore, for these reasons, the project would have no impact with regard to parkland.

5. The project would utilize no 'other governmental services,' and, as such, no impact would result.

Mitigation/Residual Impact(s): Based on the discussion above, the project would have a less than significant impact to Public Services. Therefore, no mitigation requirements are required.

O. Recreation:

Would the project result in a need for new systems or substantial alterations to the following utilities:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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Would the project result in a need for new systems or substantial alterations to the following utilities:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?			X	
2. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?			X	

Impact Discussion:

1: The City has the recently developed Community Park located at Kimball Road and Telephone Road, which provides facilities for a wide variety of organized field sports and swimming sports. The Promontory Point Park is the closest park (approximately ¼ mile), which provides links to the Community Park. Thille Neighborhood Park is situated over 1.5 miles away. The project would pay the required Parkland Dedication Ordinance (Quimby) fees, Park Facility Fees and Service Area Park Fee.

2: The project provides recreational facilities both indoor and outdoor for the residents of the project. No improvements to public facilities are required by the proposed development.

Mitigation/Residual Impact(s): Based on the discussion above, the project would have a less than significant impact to Recreation. Therefore, no mitigation requirements are required.

P. Transportation and Traffic.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. 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			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
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?				
2. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards and travel demand measures, or other standards established by county congestion management agency for designated roads and highways?			X	
3. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?			X	
4. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			X	
5. Result in inadequate emergency access?			X	
6. Conflict with adopted policies, plans or programs supporting alternative transportation?			X	

Impact Discussion:

Existing Setting

The Victoria Avenue Corridor Plan maintained Victoria Avenue as an eight lane arterial that extends for 1.25 miles between U.S. Highway 101 to the south and SR 126 on the north. Victoria Avenue corridor is characterized by relatively high surface street traffic volumes, which carries between 50,000 and 54,000 ADT. Major cross streets to Victoria Avenue include Telephone Road and Ralston Street, both of which are signalized at their intersections with Victoria Avenue. Ralston Street and the Walker Street/Moon Drive

collector extend for approximately 2 miles and provide connectivity into both the Thille and Montalvo neighborhoods to the northwest and to the east, respectively.

Although Victoria Avenue carries high traffic volumes, traffic is relatively free-flowing in the vicinity, with minimal peak hour intersection congestion based on City standards. Level of service (LOS) at major intersections along the Plan area portions of the corridor range from LOS A to LOS C; however, the intersection at Victoria Avenue and Highway 126 is approaching LOS D during PM Peak Hour which is below the City's standard of LOS E for freeway interchanges (see Victoria Avenue Corridor Plan Traffic Analysis, Austin Foust Associates Inc. 2008).

Transit service along the corridor is provided by both Gold Coast Transit (GCT) and Ventura Intercity Service Transit Authority (Vista).

Discussion of Checklist Answers

1-2. Minimal existing peak-hour intersection congestion exists in the project vicinity based on City standards. The 2005 General Plan EIR identifies for the Victoria Avenue and Moon Drive intersection a current Existing Intersection Utilization Capacity Utilization PM Peak Hour Level Of Service (LOS) A (0.53) and projects the 2025 Intersection Capacity Utilization as LOS B (0.62). The 2009 Victoria Avenue Corridor Plan Mitigated Negative Declaration traffic analysis evaluated predicted development within the Victoria Corridor, which is based on the build out assumptions of vacant land use within the area. The 2009 Victoria Avenue Corridor Plan Mitigated Negative Declaration updated the General Plan traffic analysis and evaluated predicted development within the Victoria Corridor including the subject property. The City does not require a formal traffic analysis beyond the creation of a trip generation estimated for the project. The City requires the submittal of traffic studies for projects that exceed 100 P.M. peak hour trips. The project's P.M. peak trip hour trip estimate of 95 does not exceed the City's standard for traffic study submittal. The project's potential impact on circulation was analyzed City of Ventura staff and determined that due to Victoria Avenue classification as an arterial roadway with more than adequate capacity and the project proximity to significant intersections, an area traffic study was not required as a result of the project.

However, to supplement the Section J. Land Use Discussion Question #2, Table 3 provides a comparison of the General Plan Table 3-2 development assumptions and the versus the proposed project trip generation for the purposes of providing an equivalency analysis. This analysis uses the build out assumptions for office and retail uses to accommodate an equivalent of residential units.

GENERAL PLAN GROWTH ASSUMPTION
Using Current ITE Trip Rates

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends

Condominiums *	72 DU	5.86	422	0.44	32	0.54	39
Apartments	50 DU	6.63	332	0.51	26	0.62	31
Office	40 TSF	11.01	440	1.56	62	1.49	60
Medium Retail	15 TSF	52.94	794	1.25	19	4.78	72
TOTAL			1988		139		341

TSF = 1,000 square feet; DU = dwelling units

* Assumed under General Plan Table 3-2 Planned and Pending developments for Montalvo/Victoria

PROPOSED PROJECT TRIP GENERATION

Land Use	Size	Average Daily		AM Peak Hour		PM Peak Hour	
		Rate	Trip Ends	Rate	Trip Ends	Rate	Trip Ends
Apartments	154 DU	6.63	1021	0.51	79	0.62	95
Net Decrease in TOTAL			-680		-60		-246

Access to the project site would occur primarily from the Alameda Avenue driveway entrance, which is either accessed from Victoria Avenue from 8th Street or Moon Drive. The 8th street access would provide for right-in and right-out turning movements for northbound travel along Victoria Avenue. Whereas, Moon Drive is a signalized intersection, which would provide the primary access route to, the project for both south bound and north bound traffic on Victoria Avenue. Secondary access may occur through the signalized intersection at Victoria Avenue and Montalvo Square Shopping Center, where vehicles could enter the site through two reciprocal access points to the site. These access points are situated at driveways situated at Alameda Avenue and the existing drive aisle and parking lot directly to the north of the project site.

The existing roadway conditions to the south and east within the neighborhood vicinity are considered adequate for the purposes of this traffic analysis. Existing conditions related to school proximity to the site and neighborhood cut through traffic would not be affected by the proposed project.

Based on the foregoing, the project would not generate impacts that exceed the build out assumptions of the 2005 General Plan and subsequent analysis done under the Victoria Avenue Corridor Plan. Given the foregoing, the project would have a less than significant impact on the traffic circulation system.

3. The proposed project will not significantly impact or conflict with neither any existing air traffic patterns nor any air transportation systems.

4. The proposed project does not introduce any road design features or improvements that would increase hazards.

5. The proposed project as submitted contains an adequate fire access in terms of emergency access to buildings through use the proposed interior streets. Therefore, the project would not result in inadequate emergency access.

6. The project including 154 apartment units of commercial spaces requires 280 parking spaces. The project provides 293 parking spaces within the parking garages, interior surface streets and 14 spaces through reciprocal parking agreement with the Montalvo Square Shopping Center. Therefore, the project would have no impact to existing or required parking. As such the project does impact any policies in regards to alternative transportation options.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would not have potentially significant impacts with regard to upon Transportation/Circulation issue areas.

P. Utilities and Service Systems.

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	
2. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	
3. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.8 and 4.13)			X	
4. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13.1)			X	

Would the project:	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
5. Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the providers existing commitments? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.13)			X	
6. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.11.f)			X	
7. Comply with federal, state, and local statutes and regulations related to solid waste? (2005 GP Our Sustainable Infrastructure; GP FEIR, 4.11.f)			X	

Impact Discussion:

1. The additional demand of the projects on area utilities and service systems have been anticipated in the General Plan. City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development.
2. Development within the plan area would connect to the City wastewater system. Connection points for wastewater disposal would be from the project site along 8th Street and connecting to the existing service line in Victoria Avenue.

Gold Coast Environmental conducted in-situ flow tests on the existing system at 2350 Victoria Avenue and Manhole #20 at Valentine Road (Attachment D). Kennedy/Jenks Consultants prepared a sanitary sewer flow capacity Study (Attachment D) based on the results of the in-situ flow monitoring in combination with the hydraulic model utilized by the City of Ventura Wastewater Master Plan (VCWWMP). Though the VCWWMP identifies existing deficiencies under the hydraulic model the flow monitoring shows that the additional flows from the project to increase by 1 percent, the capacity ratio of the sewer line is still less than 67 percent. Furthermore, the flows of the project do not make a difference in terms of performance of the ultimate sewer collection system. The existing deficiencies as identified by the VCWWMP would be address through future Capital Improvement Projects.

Therefore no mitigation would be necessary to ensure that there are no impacts the sewer system. Thus, the project's impact to wastewater disposal is less than significant with the proposed mitigation measure.

3. Development within the plan area would be required to obtain a National Pollution Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, and comply with the County-wide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP). With regard to the increase in erosion potential, the 2000 Ventura Countywide Stormwater Quality Urban Impact Mitigation Plan (SQUIMP) requires proposed developments to "control the post-development peak storm water runoff discharge rates to maintain or reduce pre-development downstream erosion and to protect stream habitat." This affects both large and small storm water flows.

The City, County, Watershed Protection District, and nine other local cities are co-permittees on National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002 issued by the Regional Water Quality Control Board in 2000. A new Municipal Stormwater Permit with additional requirements for new developments is expected to be adopted in 2008 and will likely apply to this project. NPDES is a Federal Environmental Protection Agency (EPA) program administered by the states to control water pollution by regulating point sources. In California, the State Water Quality Control Board is responsible for ensuring compliance with the provisions of the Federal Clean Water Act and the State Water Quality Control Act. The Los Angeles Regional Water Quality Control Board ensures local compliance with the countywide NPDES permit. The Ventura County SQUIMP is included as an attachment to the permit. The two primary municipal permit objectives are to:

- Effectively prohibit non-storm water discharges; and
- Reduce the discharge of pollutants from storm water conveyance systems to the maximum extent practicable.

The SQUIMP addresses storm water pollution from new development and redevelopment by the private sector, and contains a list of the minimum required Best Management Practices (BMPs) required for a designated project. A BMP is defined as any program, technology, process, siting criteria, operating method, measure, or device that controls, prevents, removes, or reduces pollution. Per the SQUIMP, BMPs can be used for minimizing the introduction of pollutants of concern that may result in significant impacts to the storm water conveyance system from site runoff. The project design anticipates these requirements by incorporating landscaping areas that serve as pre-treatment infiltration areas prior to entering the underground detention within the proposed park area. Therefore, based on proposed improvements and standard conditions, the project implementation would have a less than significant impact on storm drainage facilities.

4. Citywide water sources include the Lake Casitas, Ventura River, the Mound Groundwater Basin, the Oxnard Plain Groundwater Basin, the Santa Paula Groundwater Basin, and the Saticoy County Yard Well currently planned for operation in 2010 (Urban Water Management Plan Water, 2010). Plan area development would utilize City water. Significant impacts

would result if sufficient domestic and/or fire protection water supply was not present to serve the project's current and long-term needs. The UWMP (2010) indicates the total water available for City use to be 22,000-acre feet/year (AFY) in 2015.

RBF Consultants prepared a Hydraulic Evaluation for the Island View Apartments (Attachment D), which identifies that there is adequate pressure in the 330 pressure zone to serve the project. Furthermore, in order to meet fire flow requirements an analysis will be conducted as part Fire Prevention Services plan check of the construction drawings. This analysis will determine whether it will determine if a private lift station is necessary to meet fire flow pressure on the upper stories.

City Public Works Department staff confirms that existing water infrastructure is adequate to accommodate the proposed development.

Therefore, the proposed project's impact with respect to water supply and delivery would be less than significant and no mitigation measures are required. Since growth is anticipated for the Victoria Corridor area within the project citywide growth analyzed in the 2005 General Plan EIR, the need for new or expanded water sources or entitlements is not anticipated.

5. See discussion in No. 2.

6. Solid waste disposal is an issue of regional and statewide significance. The traditional method of landfill disposal is becoming increasingly problematic, as landfills approach or reach their capacity and the ability to find and develop new landfills is complicated by numerous environmental, regulatory and political concerns. In 1991, the city adopted a Source Reduction & Recycling Element (SRRE), under the mandate of the California Integrated Waste Management Act. Waste reduction programs from the SRRE that are being implemented include recycling programs, re-use programs, and regional materials recovery.

Solid waste disposal in Ventura County can be disposed at any landfill depending upon the preference of individual solid waste haulers and other factors, such as proximity to the collection area, tipping fees, and daily capacities at the landfill sites. Currently, most solid waste collected within Ventura County by public and private haulers is disposed of in the County.

Project construction is likely to generate waste, which will include scrap lumber, packaging materials, plastics, and inert wastes (i.e., wastes that are not likely to produce leachates of environmental concern, such as dirt, concrete, asphalt, rocks, building materials, yard trimmings, stumps, tree limbs, and leaves). These materials will be made available to individuals for salvaging, collection and recycling (i.e., wood, metal, paper, etc.). Given the temporary nature of construction activity, the providing for salvaging, and the availability of space in landfills, construction impacts are considered to be less than significant.

New development within the plan area would be required to comply with the City-adopted Model Ordinance of the California Integrated Waste Management Board, relating to areas for collecting and loading recyclable materials in development projects and implement site specific source reduction, recycling, and re-use programs to comply with AB 939.. The

project would be required to comply with this requirement that would reduce solid waste associated with the project to a less than significant level.

The project would generate an estimated 385 new residents; therefore, based on a per capita rate of 0.0096 tons/day per person, it would generate approximately 3.7 tons per day. However, the City diverts 70% of this solid waste through source reduction programs such as recycling; therefore, the amount sent to area landfills would be approximately 0.6 tons per day. Estimates from the 2005 General Plan indicate that there is currently 350 tons of combined capacity at the Toland Road landfill and the Simi Valley Landfill. Thus, the project's contribution of 4.7 tons per day is well within the existing capacity and the impact to solid waste disposal is less than significant.

7. See discussion No.6.

Mitigation/Residual Impact(s): Based on the above discussion, the proposed project would not have any potentially significant impacts with regard to the utilities and services issue area. Therefore, the no Mitigation Measures are necessary.

Q. Mandatory Findings of Significance:

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
1. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	

	Potentially Significant Impact	Potentially Significant Unless Mitigated	Less Than Significant Impact	No Impacts
2. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)			X	
3. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

Findings Discussion:

1. As noted in the 2005 General Plan Final EIR, projected citywide population growth would exceed SCAG's 2025 population forecasts for the City. Although this discrepancy is largely because SCAG has not updated its population forecasts to reflect the 2005 General Plan, exceedence of the population forecast, upon which AQMP air quality forecasts are based, was identified as unavoidably significant air quality impact. The City Council adopted a Statement of Overriding Considerations for that impact in conjunction with approval of the 2005 General Plan. As discussed under Item C. Air Quality, the population growth accommodated by the project is within SCAG's 2010 growth projections. Therefore, the project's contribution to the significant cumulative impact would not be cumulatively considerable.

For all other issue areas, based on the information obtained in preparation of this Initial Study, as well as Ordinance Code requirements and permit conditions that will be placed on project approval, no additional potentially significant individually limited or cumulative impacts were identified.

The California Legislature has enacted the 2006 Global Warming Solutions Act, which is referred to as AB 32. The purpose of AB 32 is to create a statewide program to cap carbon emissions at 1990 levels by 2020. In short, AB 32 defines "greenhouse gases" (GHG) and requires California Air Resources Board adoption and implementation of regulations and scoping plan for reduction of GHG's to the 1990 level. In 2007, the California Legislature enacted similar legislation, S.B. 97, requiring the State Office of

Planning Research to promulgate guidelines for the analysis of Green House Gases by July 2009.

At present time, there are no specific guidelines or thresholds for the evaluation of project emissions of greenhouse gases and cumulative effects on global climate change. On April 13, 2009, OPR submitted to the Secretary for Natural Resources its proposed amendments to the state CEQA Guidelines for greenhouse gas emissions, as required by Senate Bill 97. These proposed CEQA Guideline amendments would provide guidance to public agencies regarding the analysis and mitigation of the effects of greenhouse gas emissions in draft CEQA documents. The Natural Resources Agency will conduct formal rulemaking in 2009, prior to certifying and adopting the amendments, as required by Senate Bill 97. While general GHG emission inventories are available on the national and state level, no localized or regional GHG emission inventory is yet available. As such, there are no guidelines or thresholds to analyze project effects or to place them in context that would allow a determination of impact significance. Because there are no CARB adopted emission levels or goals, it would be speculative for the city to establish independent thresholds that may be in conflict with future CARB adopted inventories and thresholds. As such, qualitative forms of analysis will be conducted when such tools are available.

However, the City of Ventura employs existing policies and incentives that help promote reduced vehicle trips and increased energy efficiency, which the application of which meets the intent of the AB32. The 2005 General Plan adopted an infill strategy first versus the further development encroachment in the hillsides, or SOAR areas. The General Plan EIR included traffic and air quality emissions analysis, including a comparison of non-infill alternatives. The strategy of smart growth creates land use forms consistent with SCAG Regional Plans as a means of reducing Vehicle Miles Traveled and tailpipe emissions.

In addition, the Building and Safety Department requires compliance with California Title 24 Energy Code for all construction and has adopted incentives for three separate green building programs. The programs, as they relate to residential construction, include the Building Industry Association (BIA), California Green Builder Program for developments of four units or more and the Green Building Council of Ventura County determination of green building elements for developments of three units or less.

In evaluating components of the project design and the existing energy saving standards the city applies, the project would not likely create a significant or cumulative impact to global warming.

3. Project implementation would not result in operational air quality effects relating to the generation of ozone precursors NO_x and ROG in excess of the 25 lbs/day threshold. Based on the information contained in this Initial Study, and inclusion of the above mentioned mitigation measures, the proposed project does not have the potential to directly or indirectly cause substantial adverse impacts on humans.

VIII. CIRCULATE TO THE FOLLOWING AGENCIES/PERSONS:

VENTURA COUNTY

Agricultural Commissioner	<input type="checkbox"/>	Ventura County Clerk/Recorder* (hand deliver – 1 original, 4 copies)	<input checked="" type="checkbox"/>
Ventura County Watershed Protection District*	<input checked="" type="checkbox"/>	Local Agency Formation Commission (LAFCO)	<input type="checkbox"/>
County of Ventura Resource Management Agency, Attn: Planning* Director (1 hard copy, 6 CDs)	<input checked="" type="checkbox"/>	Ventura County Transportation Commission* (VCTC)	<input checked="" type="checkbox"/>

ADJACENT COUNTIES

Kern County Planning & Development Services	<input type="checkbox"/>	County of Santa Barbara Planning Division	<input type="checkbox"/>
County of Los Angeles Dept. of Regional Planning Impact Analysis Section	<input type="checkbox"/>		

ADJACENT CITIES

City of Oxnard	<input type="checkbox"/>	City of Ojai	<input type="checkbox"/>
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OTHER PUBLIC AGENCIES

Air Pollution Control District*	<input checked="" type="checkbox"/>	Ventura County Organization of Government (VCOG)	<input checked="" type="checkbox"/>
Ventura County Solid Waste Management Department	<input checked="" type="checkbox"/>	Ventura Regional Sanitation District*	<input checked="" type="checkbox"/>
Casitas Mutual Water District	<input checked="" type="checkbox"/>	Gold Coast Transit	<input checked="" type="checkbox"/>
Ventura Unified School District	<input checked="" type="checkbox"/>	Southern California Edison	<input checked="" type="checkbox"/>

LIBRARIES

Avenue Branch Library*	<input checked="" type="checkbox"/>	H.P. Wright Branch Library*	<input checked="" type="checkbox"/>
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E.P. Foster Branch Library* [X]

STATE AGENCIES

California Coastal Commission South Central Coast Area Office	[]	Southern California Association of Governments (SCAG)* (3 copies)	[X]
California Dept. of Fish & Game (Santa Barbara)	[]	Caltrans District 7 Environmental Section	[]
California Regional Water Quality Control Board	[X]	State Department of Parks and Recreation	[]
California Integrated Waste Management Board, Permits Section	[]	Dept. of Boating & Waterways	[]
California Department of Toxic Substances Control	[]	State Clearinghouse (10 copies)	[]

FEDERAL AGENCIES

U.S. Army Corps of Engineers	[]	U.S. Fish & Wildlife Service	[]
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CITIZEN GROUPS

Audubon Society	[]	Sierra Club	[X]
Building Industry Association Greater Los Angeles/Ventura Region of Southern California, Inc.	[X]	California Trout	[]
		Surfrider Foundation	[X]
Environmental Coalition	[]	Friends of the Ventura River	[X]
Environmental Defense Center	[]	League of Women Voters	[]
Friends of the Santa Clara River	[X]	Santa Ynez Band of Mission Indians	[X]
Ventureano Canaliano Chumash	[X]	Owl Clan Consultants	[X]
Candelaria American Indian Council	[X]	Montalvo Property Owners Association	[]
Ventura County Archaeological Society	[X]	Foothill Road Homeowners Association	[]
Westside Community Council	[]	East Ventura Community Council	[X]

Downtown Community Council	[X]	Midtown Community Council	[X]
Pierpont Community Council	[X]	San Buenaventura Conservancy	[X]

*Indicates agency/person always receives notice.

IX. LIST OF REFERENCES:

These references, and those previously cited within the text of this Initial Study/Environmental Assessment, are intended to provide a list of Supporting Information Sources and/or evidence staff has relied upon in completing this document and in reaching the conclusions contained herein. In addition, the materials that were submitted by the applicant have also been used in completing this document.

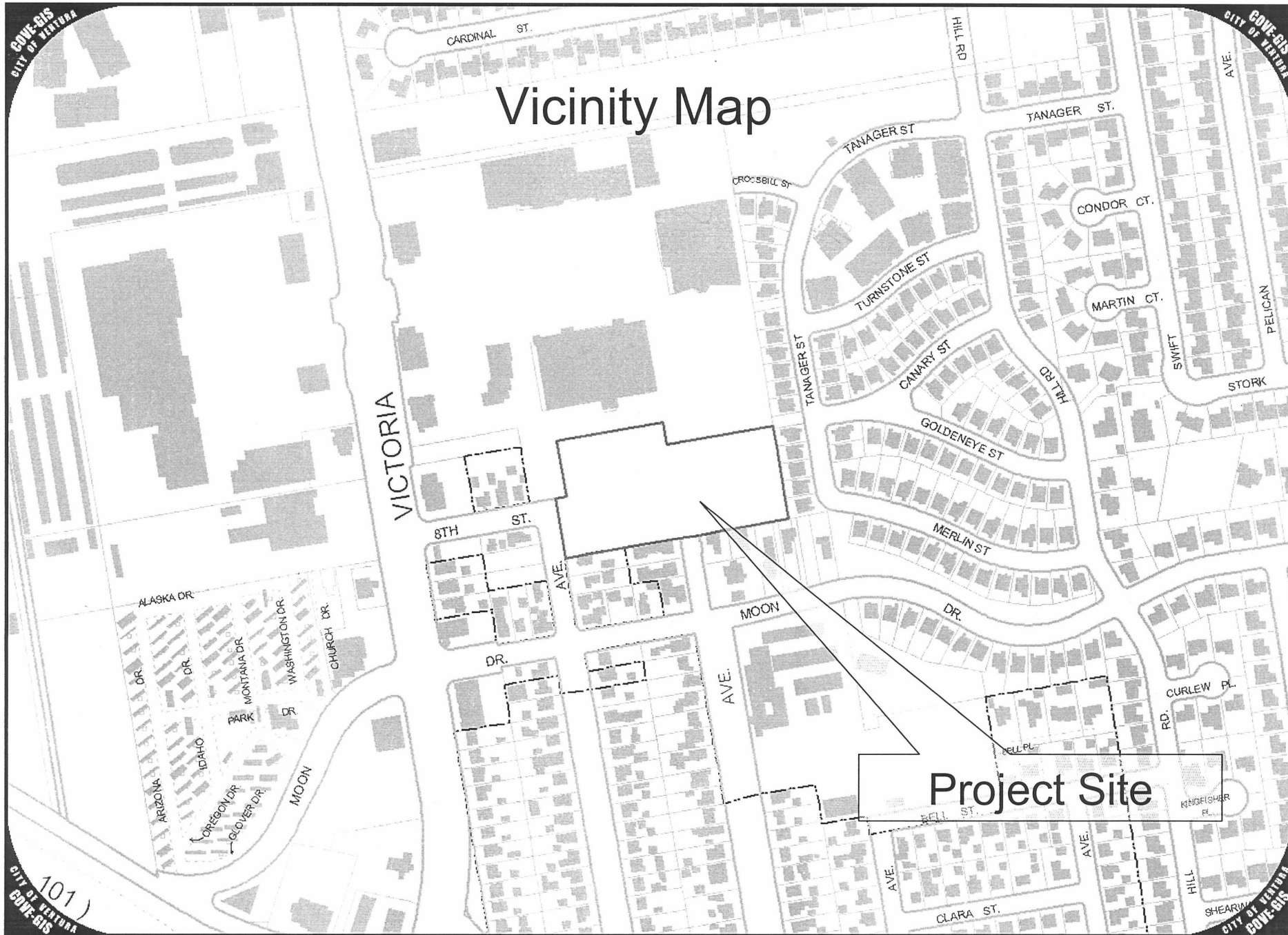
If any person or entity reviewing this Initial Study/Environmental Assessment has a question regarding the supporting information source and/or evidence, they may contact the staff planner at the address and telephone number noted on the front page of this document during the public review period.

- A. General Plan, including all technical appendices, maps, and the Final Environmental Impact Report prepared and certified therefore - City of San Buenaventura, 2005. <http://www.cityofventura.net/cd/planning>
- B. Zoning Ordinance, including all maps and the Negative Declaration (EIR-2010) prepared and adopted therefore - City of San Buenaventura, 1992.
- C. Annual Transportation Report, Technical Appendix – City of San Buenaventura, April 2002
- D. Countywide Solid Waste Management Plan - Ventura County Solid Waste Management District, 1985.
- E. Air Quality Mitigation Program - City of San Buenaventura, 1993.
- F. Noise Ordinance - City of San Buenaventura.
- G. Federal Emergency Management Agency (FEMA) MAPS, 1987.
- H. California Building Code, 2010
- I. Department of Toxic Substances Control. Hazardous Waste and Substances Map. Available Online at <http://www.envirostor.dtsc.ca.gov>
- J. Ventura County Air Quality Assessment Guidelines. 2004.

- K. City of Ventura Victoria Avenue Corridor Plan Development Code, Final Mitigated Negative Declaration, State Clearinghouse No. 2008031108, February 2009
- L. Gold Coast Environmental, City of Ventura Sewer Flow Study October 2011
- M. Kennedy Jenks Consultants, Hydraulic Evaluation for the Island View Apartments in the City of Ventura, December 22, 2011
- N. RBF Hydraulic Evaluation for Island View Apartments, December 2011
- O. City of Ventura Urban Water Management Plan 2010
- P. City of Ventura Wastewater Master Plan 2010

X. PERSONS AND/OR AGENCIES CONSULTED DURING PREPARATION OF THIS INITIAL STUDY/ENVIRONMENTAL ASSESSMENT:

<u>Person</u>	<u>City Agency</u>	<u>Comments</u>
Chandra Chandrashaker	Land Development	Transportation
Gene Hibberd	Public Works	Stormwater
Yolanda Bundy	Fire/Building	Building
Brian Clark	Fire Department	Fire Safety
Joe Santos	Public Works	Sewer
Susan Rungren	Public Works	Water Utilities



Vicinity Map

Project Site



ISLAND VIEW APARTMENTS

ALAMEDA AVE. VENTURA, CA

For:
WESTWOOD COMMUNITIES CORPORATION
1263 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024



TABULATIONS																																												
SITE DATA ASSessor's PARCEL NO. 071-0-191-17, 071-0-191-06 LOT AREA -175,944 SF APPROX 4.035 ACRES OCCUPANCY GROUP R2 TYPE VA 4-5 STORIES ABOVE STREET LEVEL CONSTRUCTION TYPE YES SPRINKLERED: YES																																												
UNIT TOTALS <table border="1"> <thead> <tr> <th>BUILDING</th> <th># OF ROOMS</th> <th>UNIT SIZE</th> <th>NO. OF UNITS</th> <th>S.F. OF TYPE</th> </tr> </thead> <tbody> <tr> <td>A</td> <td>1 BEDROOM</td> <td>739 SF</td> <td>04</td> <td>2,956 SF</td> </tr> <tr> <td>B</td> <td>1 BEDROOM PLUS</td> <td>872 SF</td> <td>12</td> <td>10,464 SF</td> </tr> <tr> <td>C</td> <td>2 BEDROOM</td> <td>1,018 SF</td> <td>08</td> <td>8,144 SF</td> </tr> <tr> <td>D</td> <td>2 BEDROOM</td> <td>1,110 SF</td> <td>08</td> <td>8,880 SF</td> </tr> <tr> <td>E</td> <td>2 BEDROOM</td> <td>1,229 SF</td> <td>18</td> <td>22,122 SF</td> </tr> <tr> <td>TOTAL</td> <td></td> <td></td> <td>48</td> <td>51,670 SF</td> </tr> </tbody> </table>										BUILDING	# OF ROOMS	UNIT SIZE	NO. OF UNITS	S.F. OF TYPE	A	1 BEDROOM	739 SF	04	2,956 SF	B	1 BEDROOM PLUS	872 SF	12	10,464 SF	C	2 BEDROOM	1,018 SF	08	8,144 SF	D	2 BEDROOM	1,110 SF	08	8,880 SF	E	2 BEDROOM	1,229 SF	18	22,122 SF	TOTAL			48	51,670 SF
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TOTAL DWELLING COUNT 154 165,555 SF																																												
PARKING CALCULATIONS REQUIRED RESIDENTIAL PARKING 1 PARKING SPACES PER 1-BEDROOM = 1 x 067 DWELLINGS = 067 2 PARKING SPACES PER 2-BEDROOM = 2 x 128 DWELLINGS = 256 TOTAL RESIDENTIAL PARKING REQUIRED: = 323 REQUIRED GUEST PARKING 1 PARKING SPACES PER DWELLING = 1 x 154 DWELLINGS = 039 TOTAL SPACES REQUIRED = 362 PARKING PROVIDED BUILDING A: PARKING COURT STANDARD TANDEN GARAGE: = 56 (28x2=56) COMBO TANDEN GARAGE: = 4 STANDARD = 4 COMPACT = 20 = 126 BUILDING B: PARKING COURT STANDARD TANDEN GARAGE: = 08 (4x2=08) COMBO TANDEN GARAGE: = 11 STANDARD = 13 COMPACT = 09 = 32 = 72 NEW DRIVE STANDARD: = 49 COMPACT: = 25 = 74 OFFSITE PRIVATE STREET PARKING/ DESIGNATED GUEST PARKING = 07 OWNER EASEMENT PARKING/ DESIGNATED GUEST PARKING = 14 TOTAL SPACES PROVIDED = 293																																												
SHEET INDEX ARCHITECTURAL A0.0 COVER SHEET + PROJECT INFORMATION A0.1 CONCEPT PHOTOS A1.0 SITE PLAN A2.0 PERSPECTIVE VIEW A2.1 PERSPECTIVE VIEW A2.2 PERSPECTIVE VIEW A3.0 ELEVATIONS A3.1 ELEVATIONS A3.2 ELEVATIONS A4.0 BUILDING AB BASEMENT FLOOR PLAN A4.1 BUILDING ABC FIRST FLOOR PLAN A4.2 BUILDING ABC SECOND FLOOR PLAN A4.3 BUILDING ABC THIRD FLOOR PLAN A4.4 BUILDING ABC FOURTH FLOOR PLAN A5.1 BUILDING DE FIRST FLOOR PLAN A5.2 BUILDING DE SECOND FLOOR PLAN A5.3 BUILDING DE THIRD FLOOR PLAN A5.4 BUILDING DE FOURTH FLOOR PLAN A6.0 TYPICAL UNIT PLANS A7.0 BUILDING HEIGHT ANALYSIS A7.1 BUILDING HEIGHT ANALYSIS A8.0 BUILDING AB BASEMENT ANALYSIS A9.0 CONNECTIVITY MAP A10.0 PARKING ANALYSIS LANDSCAPE L-1 PRELIMINARY SITE PLAN L-2 PRELIMINARY POOL AREA L-3 PRELIMINARY ENTRY L-4 ENTRIES & ROOF TERRACES CIVIL C1 CONCEPTUAL GRADING PLAN C2 GRADING SECTION A C3 GRADING SECTIONS B,C, AND D																																												
BUILDING KEY PLAN 																																												
PROJECT SUMMARY A0.0 NO SCALE NORTH																																												

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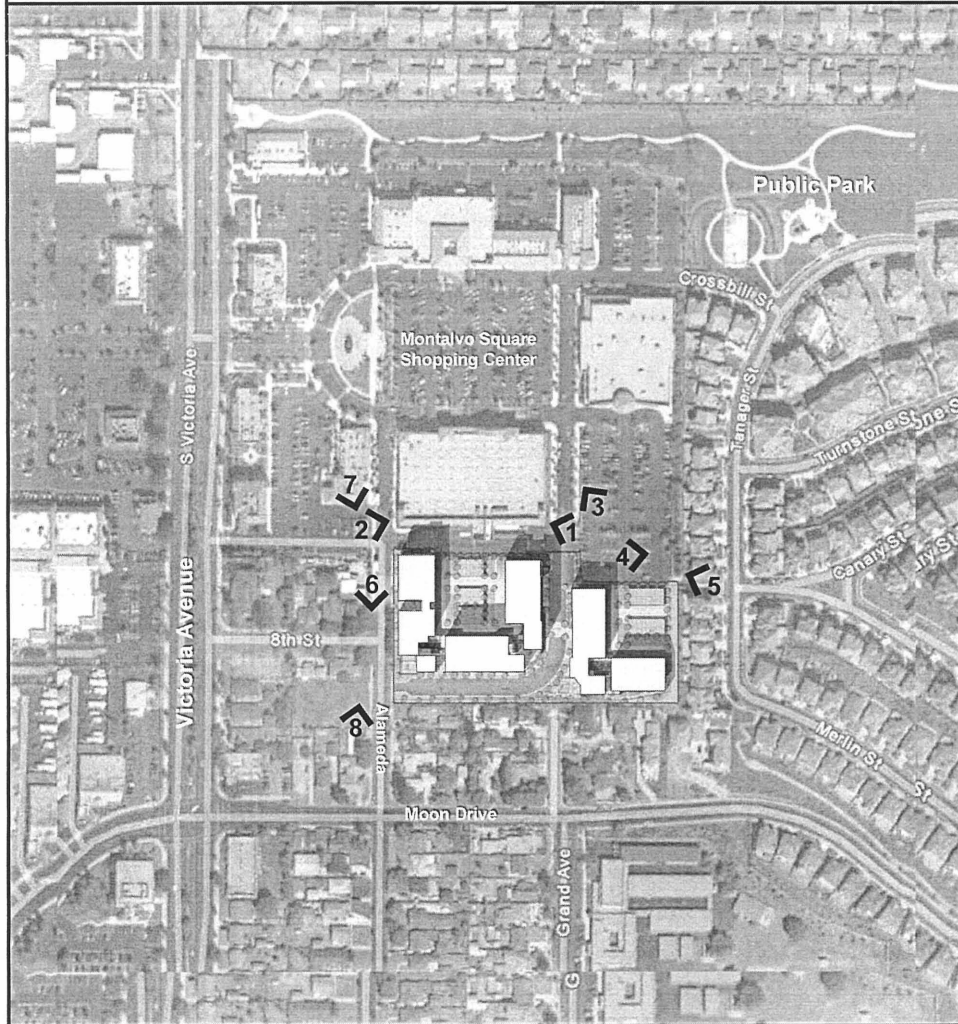
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APN: 166-0-020-625

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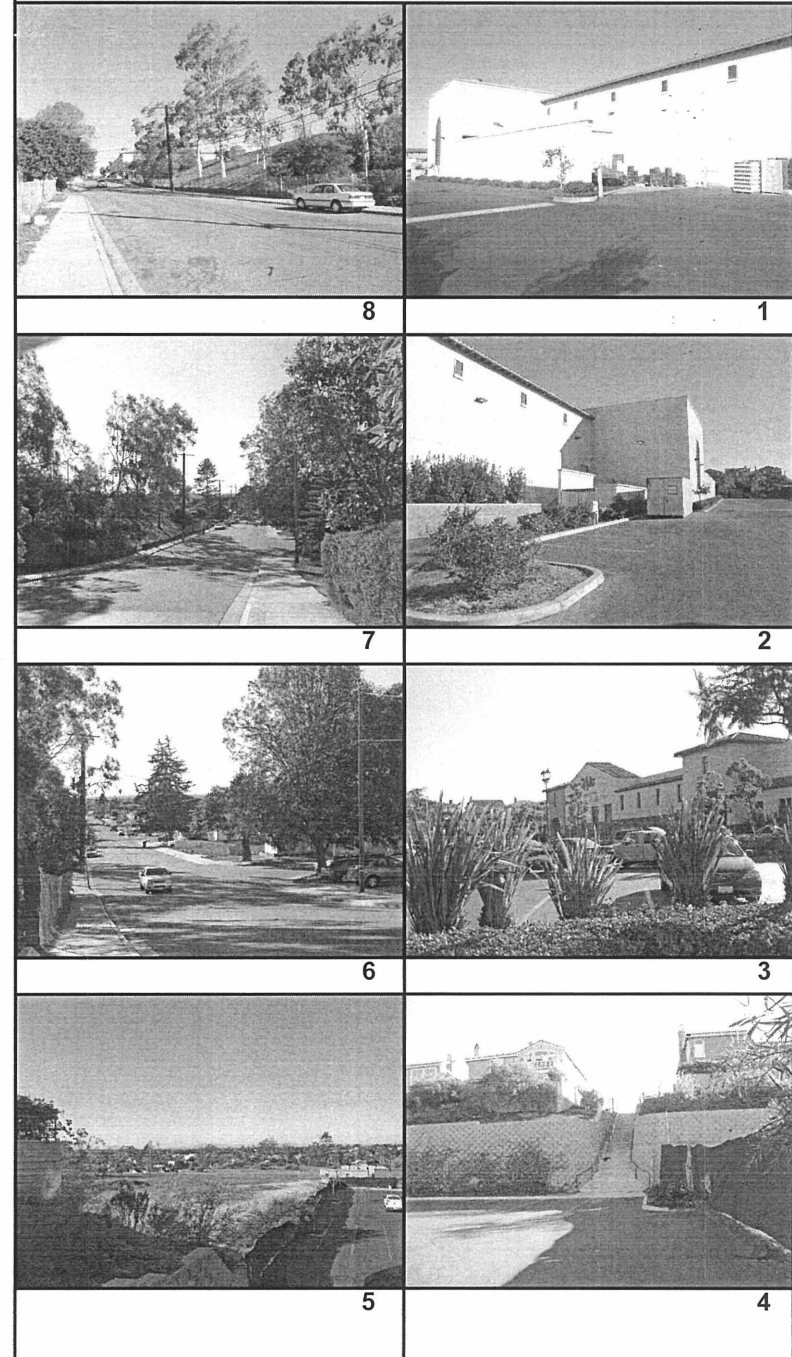
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DATE: 12-08-8
DRAWN BY: MCKINLEY
CHECK BY: MD
CADD NO. (max. A0.0.dwg)

CONTEXT MAP



SITE PHOTOS



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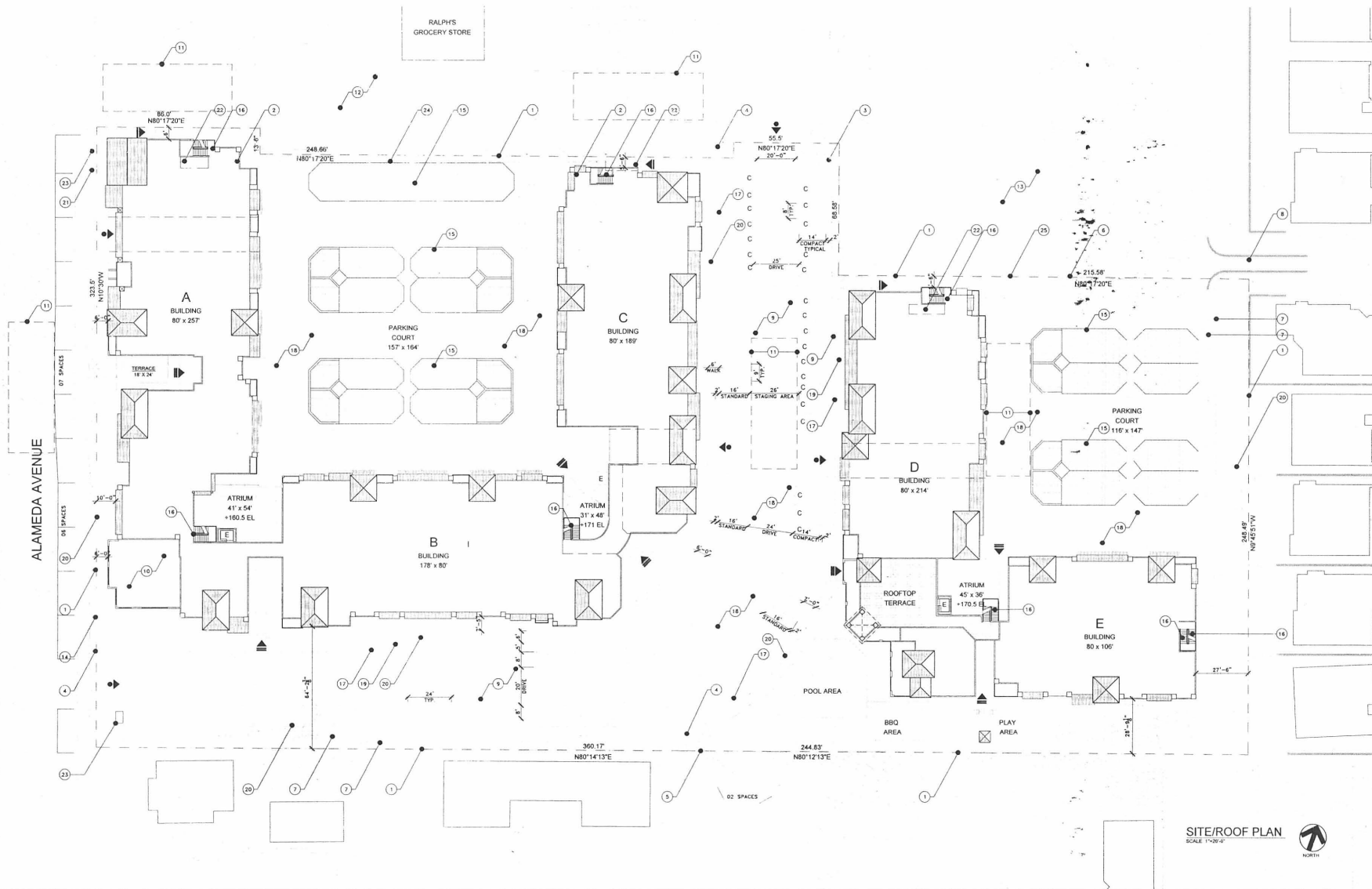
ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

DATE: 08/01/01
SCALE: N.T.S.
DATE: 08/01/01
DRAWN BY: MCH/ML
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NO.	REVISIONS	DATE

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SITE CONTEXT PHOTOS



SITE/ROOF PLAN
SCALE 1"=20'-0"



GENERAL NOTES		LEGEND	BUILDING KEY PLAN
<p>(1) PROPERTY LINE</p> <p>(2) TRASH ENCLOSURES (GROUND FLOOR)</p> <p>(3) TRANSFORMER</p> <p>(4) PEDESTRIAN SITE ACCESS</p> <p>(5) PUBLIC STAIR</p> <p>(6) TUBE STEEL FENCE ON TOP OF RETAINING WALL HEIGHT VARIES. SEE CIVIL DWGS</p> <p>(7) RETAINING WALL</p> <p>(8) EXISTING PUBLIC STAIR</p> <p>(9) NEW DRIVE WITH PARKING</p> <p>(10) ROOF DECK</p> <p>(11) FIRE STAGING AREA, 26' x 7'</p> <p>(12) SERVICE ALLEY</p> <p>(13) EXISTING PARKING LOT</p> <p>(14) MONUMENT SIGN</p> <p>(15) CARPORTS</p> <p>(16) STAIRS</p> <p>(17) SIDEWALK</p> <p>(18) ENHANCED PERMEABLE PAVING. SEE LANDSCAPE AND CIVIL DWGS.</p> <p>(19) LANDSCAPE WALL. HEIGHT VARIES. SEE LANDSCAPE DWGS.</p> <p>(20) PLANTING AREA. SEE LANDSCAPE DWGS.</p> <p>(21) EXISTING UTILITIES TO REMAIN</p> <p>(22) GAS METER ROOM AT GROUND FLOOR</p> <p>(23) BACK FLOOR PREVENTER LOCATION</p> <p>(24) 6" SLABSTONE WALL</p> <p>(25) 20' WIDE EMERGENCY ACCESS GATE</p> <p>NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS</p>		<p>ADJACENT BUILDINGS</p> <p>MAIN BUILDING ENTRY</p> <p>SECONDARY SITE ENTRY</p> <p>VEHICULAR ACCESS POINT</p>	<p>NO SCALE</p>

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ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

DATE 01/01/01
SCALE 1"=20'-0"
DATE 01-08-04
DESIGNED BY MCKINNO
DRAWN BY HD
CHECKED BY MCKINNO
DATE 01-08-04

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SITE/ROOF PLAN

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ALAMEDA AVENUE
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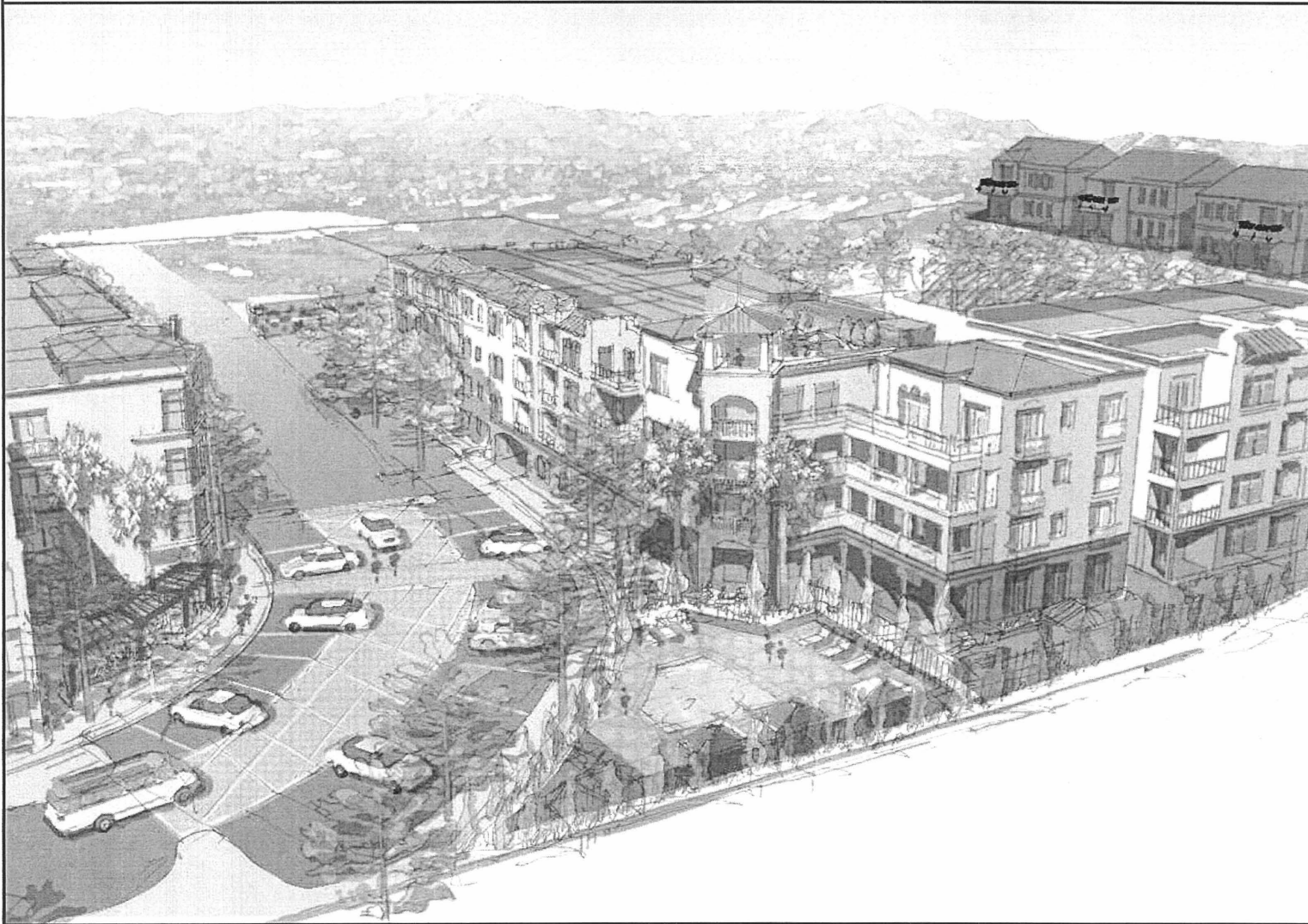
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PERSPECTIVE VIEW

NO SCALE



NORTH VIEW OF BUILDING D RECREATION AREA



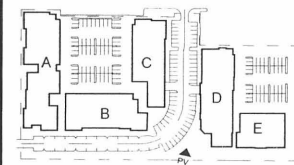
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BUILDING KEY PLAN



NO SCALE



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PERSPECTIVE VIEW

This architectural rendering depicts a proposed multi-story residential development in a city center. The central focus is a large, multi-story building with a complex facade, featuring numerous windows and balconies. In front of this building is a central courtyard area that includes a swimming pool, several lounge chairs, and a small boat. The surrounding area shows existing city buildings, streets with cars, and trees, providing a sense of the development's context within the urban environment. The rendering is in black and white, showing a detailed urban plan.

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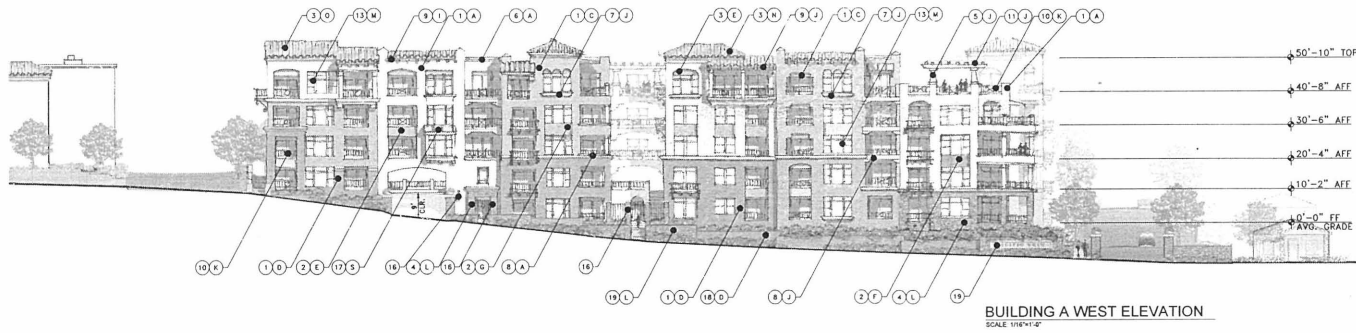
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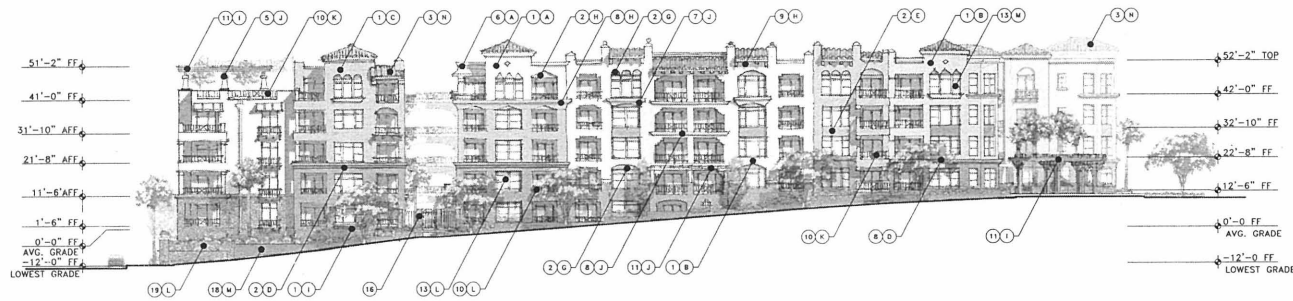
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PERSPECTIVE VIEW

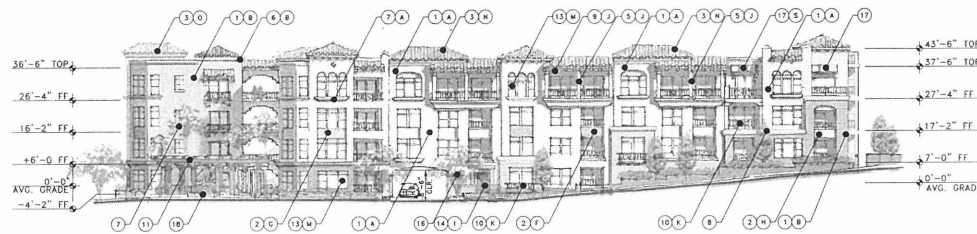
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BUILDING A WEST ELEVATION
SCALE 1/16\"=1'-0"



BUILDING A/B/C SOUTH ELEVATION
SCALE 1/16\"=1'-0"



BUILDING B/C EAST ELEVATION
SCALE 1/16\"=1'-0"

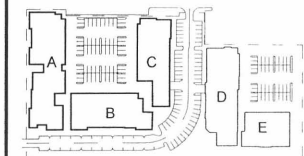
MATERIAL NOTES

- 1 STUCCO
- 2 STUCCO - PAINTED
- 3 CONCRETE TILE ROOF
- 4 STONE VENEER
- 5 PRECAST COLUMN
- 6 1/4\"/>

MATERIAL PALETTE

- STUCCO - LA HABRA
- A CHANISL #K12 2010 FRESH
 - B MISTY #K17 2010 FRESH
 - C ALAMO #K124 2010 FRESH
 - D BELLE GLADE #B153 2010 FRESH
- PAINT - DUN EDWARDS
- E STEAMY SPRING DES709
 - F TANNY AMBER DES214
 - G RIVER ROCKS DES661
 - H DURANGO DUST DES380
 - I HICKORY DES759
 - J WHITE
 - K BLACK
- STONE VENEER - ELDORADO STONE
- L LIMESTONE - YORK
- WINDOW - MILGARD STYLE LINE SERIES
- M WHITE VINYL - LOWE GLASS
- TILE ROOF - EAGLE ROOFING PRODUCTS - CAPESTRANO SERIES
- N PUESTA DEL SOL BLEND #SNC 8711
 - O WALNUT CREEK BLEND #SNC 3773
- FIBERGLASS DOORS - THURMA TRU DOORS
- P SMOOTH STAR #SSF160
- GARAGE DOORS - WAIVE-DALTON
- Q #W100 RANCH STYLE - TAUPE
 - R #W100 RANCH STYLE - ALMOND
- METAL ROOFING - METAL SALES
- S SIERRA GREEN - 1\"/>

BUILDING KEY PLAN



NO SCALE

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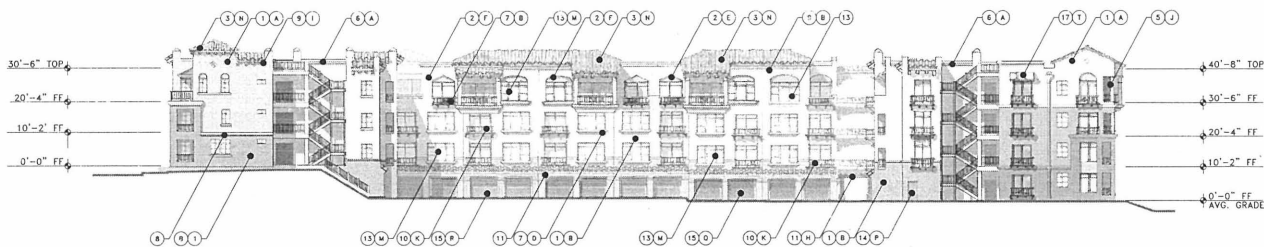
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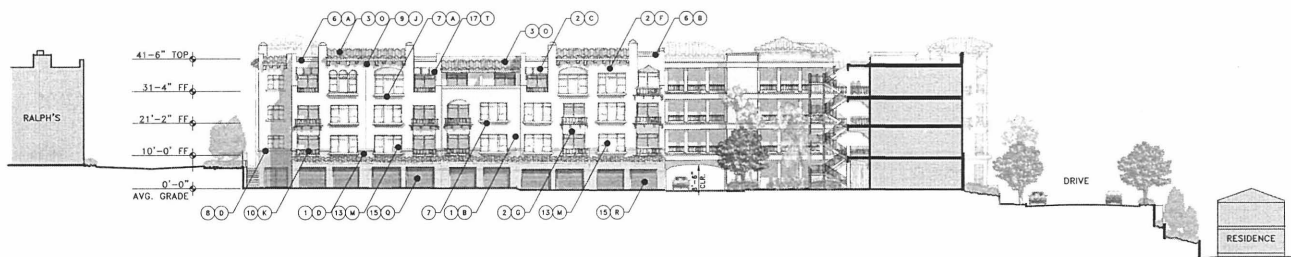
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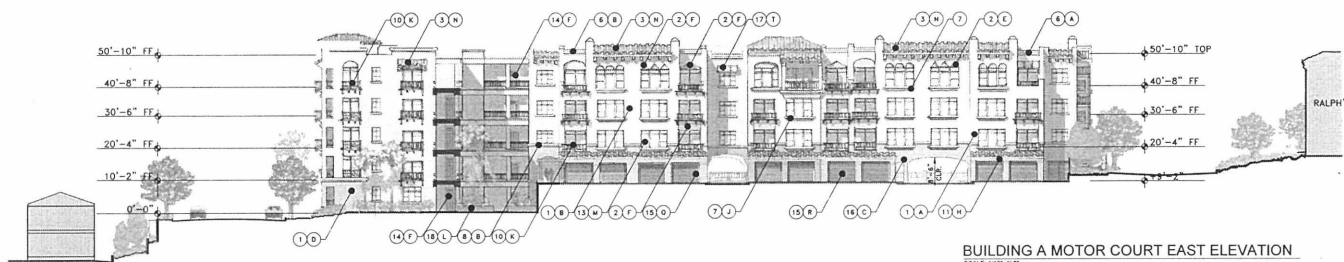
ELEVATIONS



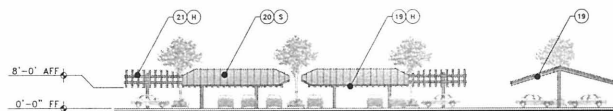
BUILDING A/B/C NORTH ELEVATION
SCALE: 1/16"=1'-0"



BUILDING B/C MOTOR COURT WEST ELEVATION
SCALE: 1/16"=1'-0"



BUILDING A MOTOR COURT EAST ELEVATION
SCALE: 1/16"=1'-0"



TYPICAL CARPORT
SCALE: 1/16"=1'-0"

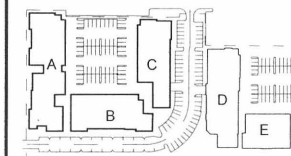
MATERIAL NOTES

- ① STUCCO
- ② STUCCO - PAINTED
- ③ CONCRETE TILE ROOF
- ④ STONE VENEER
- ⑤ PRECAST COLUMN
- ⑥ 1/2" DENSITY FOAM CORNICE
- ⑦ 1/2" DENSITY FOAM LINTEL
- ⑧ 1/2" DENSITY FOAM BAND
- ⑨ RAFTER TAIL
- ⑩ BRICKLIGHT IRON RAILING
- ⑪ WOOD TRELLIS
- ⑫ PRECAST CONCRETE CAP
- ⑬ BRICKWORK
- ⑭ DOOR
- ⑮ GARAGE DOOR
- ⑯ LIGHT FIXTURE
- ⑰ METAL RAINING
- ⑱ LANDSCAPING - PER LANDSCAPE PLAN
- ⑲ METAL FRAMING
- ⑳ STANDING SEAM METAL ROOFING
- ㉑ METAL TRELLIS

COLOR PALETTE

- STUCCO - LA HABRA
- (A) CHIVILUS #X12 20/30 FRESH
 - (B) MISTY #X17 +20/30 FRESH
 - (C) ALAMO #X524 20/30 FRESH
 - (D) BELLE GLADE #H1583 20/30 FRESH
- PAINT-DUN EDWARDS
- (E) STEAMY SPRING DES789
 - (F) TAWNY AMBER DES214
 - (G) RIVER ROCKS DES061
 - (H) DURANGO DUST DES380
 - (I) HICKORY DEC759
 - (J) WHITE
 - (K) BLACK
- STONE VENEER - EL DORADO STONE
- (L) LIMESTONE - YORK
- WINDOW - MILGARD STYLE LINE SERIES
- (M) WHITE VINYL - LOWE GLASS
- TILE ROOF - EAGLE ROOFING PRODUCTS - CAPESTRANO SERIES
- (N) PUESTA DEL SOL BLEND #SHC 8711
 - (O) WALNUT CREEK BLEND #SMC 3773
- FIBERGLASS DOORS - THURMA TRU DOORS
- (P) SMOOTH STAR #ESP160
- GARAGE DOORS - WADE-DALTON
- (Q) #9100 RANCH STYLE - TALUPE
 - (R) #9100 RANCH STYLE - ALMONO
- METAL ROOFING - METAL SALES
- (S) SIERRA GREEN - 1" MIN BATTEN
 - (T) AGED COPPER - 1" MIN BATTEN

BUILDING KEY PLAN



NO SCALE

MAIN STREET
ARCHITECTS + PLANNERS INC.
423 EAST MAIN STREET
LOS ANGELES, CA 90012
PH: (213) 482-5211 FAX: (213) 482-1832
WWW.MAINSTREETARCHITECTS.COM



WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

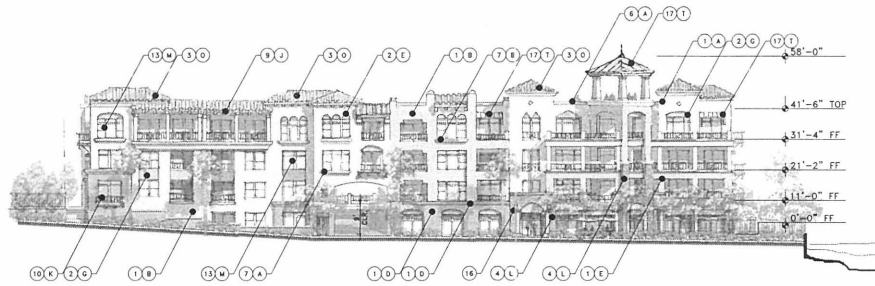
ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

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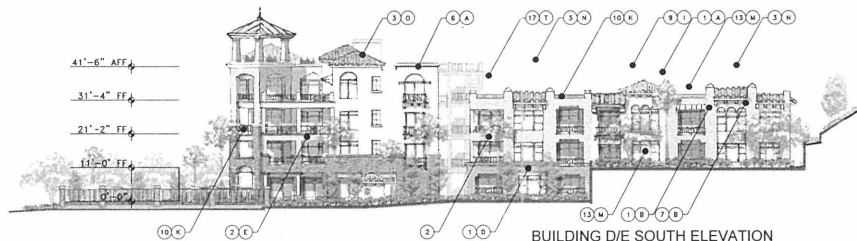
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DATE 08-08-11		
DRAWN BY HICKING		
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CADD NO. 11000.A3.1.dwg		

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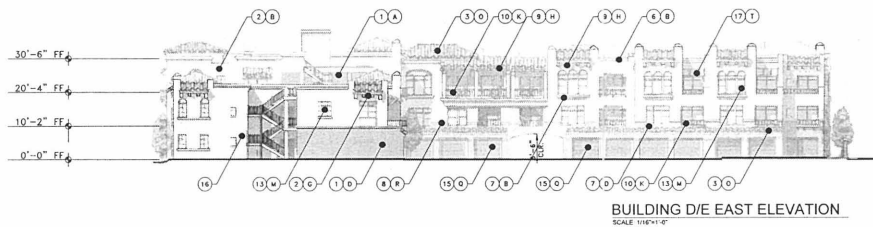
ELEVATIONS



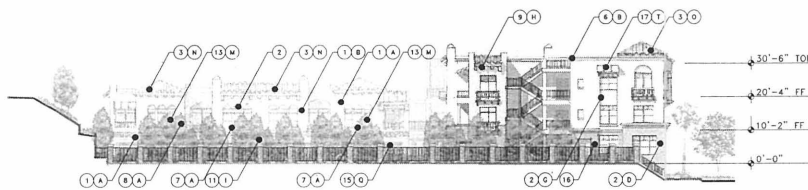
BUILDING D WEST ELEVATION
SCALE 1/16"=1'-0"



BUILDING D/E SOUTH ELEVATION
SCALE 1/16"=1'-0"



BUILDING D/E EAST ELEVATION
SCALE 1/16"=1'-0"



BUILDING D/C NORTH ELEVATION
SCALE 1/16"=1'-0"

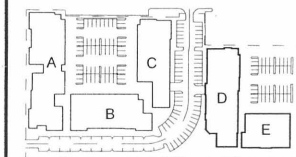
MATERIAL NOTES

- 1 STUCCO
- 2 STUCCO - PAINTED
- 3 CONCRETE TILE ROOF
- 4 STONE VENEER
- 5 PRECAST COLUMN
- 6 1/2 DENSITY FOAM CORNICE
- 7 1/2 DENSITY FOAM LINTEL
- 8 1/2 DENSITY FOAM BAND
- 9 RAFTER TAIL
- 10 WROUGHT IRON RAILING
- 11 WOOD TRELLIS
- 12 PRECAST CONCRETE CAP
- 13 WINDOW
- 14 DOOR
- 15 GARAGE DOOR
- 16 LIGHT FIXTURE
- 17 METAL AWNING

COLOR PALETTE

STUCCO - LA HABRA	
1 CHABULS #112	20/30 FRESH
2 WESTY #117	20/30 FRESH
3 ALAMO #158	20/30 FRESH
4 BELLE GLADE #1583	20/30 FRESH
PAINT - OAK EDWARDS	
5 STEAMY SPRING	DE5789
6 TANNY AMBER	DE5214
7 RIVER ROCKS	DE5661
8 DURANGO DUST	DE5380
9 HICKORY	DE5739
10 WHITE	
11 BLACK	
STONE VENEER - EL DORADO STONE	
12 LIMESTONE - YORK	
WINDOW - BELGARD STYLE LINE SERIES	
13 WHITE VINYL - LONG E GLASS	
TILE ROOF - EAGLE ROOFING PRODUCTS - CAMSTRANO SERIES	
14 PUESTA DEL SOL BLEND #SMC 8711	
15 WALNUT CREEK BLEND #SMC 3773	
FIBERGLASS DOORS - THURMA TRU DOORS	
16 SMOOTH STAR #SF160	
GARAGE DOORS - WAYNE-DALTON	
17 #100 RANCH STYLE - TAUPPE	
18 #100 RANCH STYLE - ALMOND	
METAL ROOFING - METAL SALES	
19 SIERRA GREEN - 1" MIN BATTEN	
20 AGED COPPER - 1" MIN BATTEN	

BUILDING KEY PLAN



NO SCALE



MAIN STREET
ARCHITECTS & PLANNERS INC.
423 East Main Street
Los Angeles, CA 90012
Phone (213) 482-5111 Fax (213) 482-1932
mainstreetarchitects.com



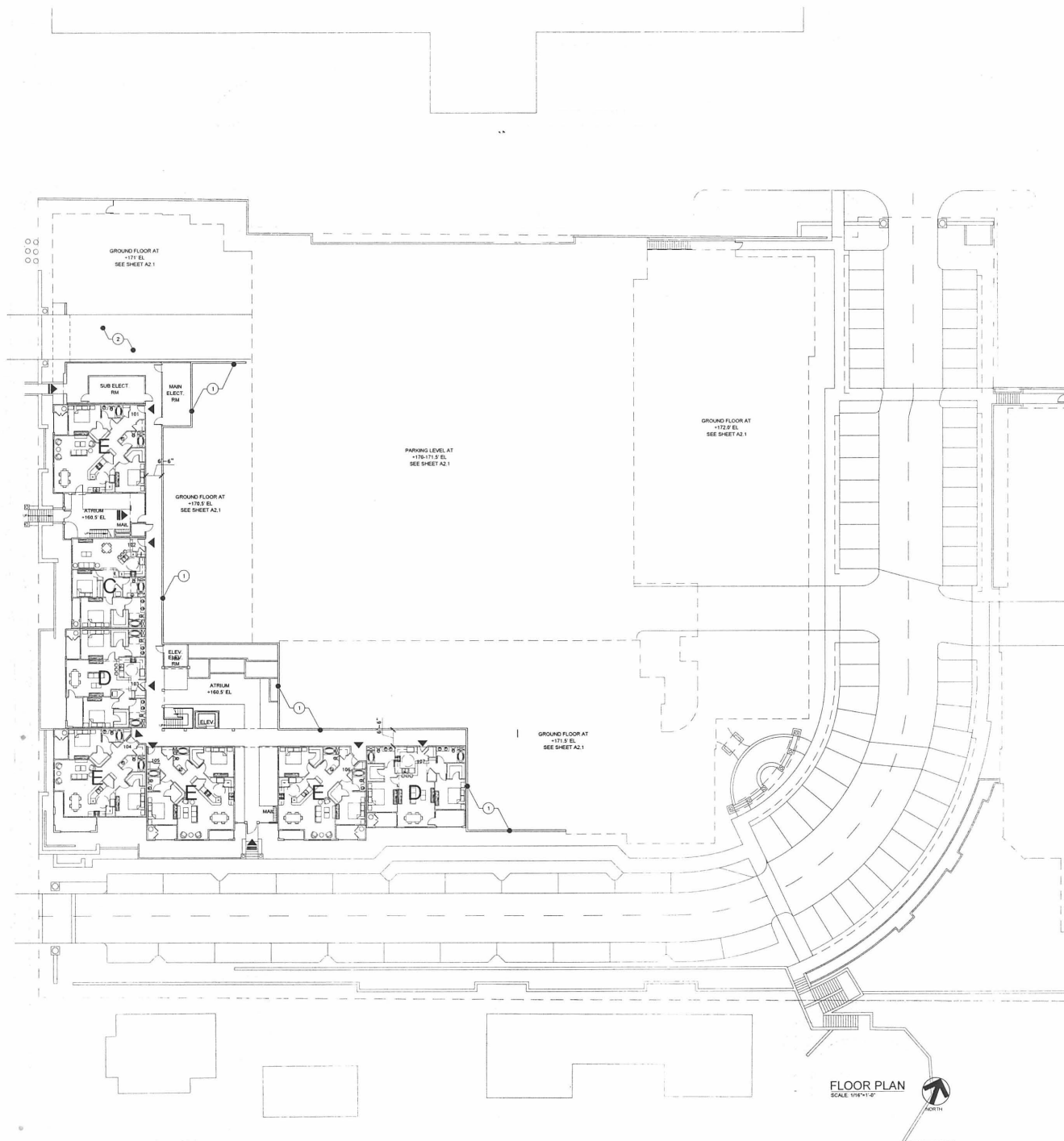
WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD, SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

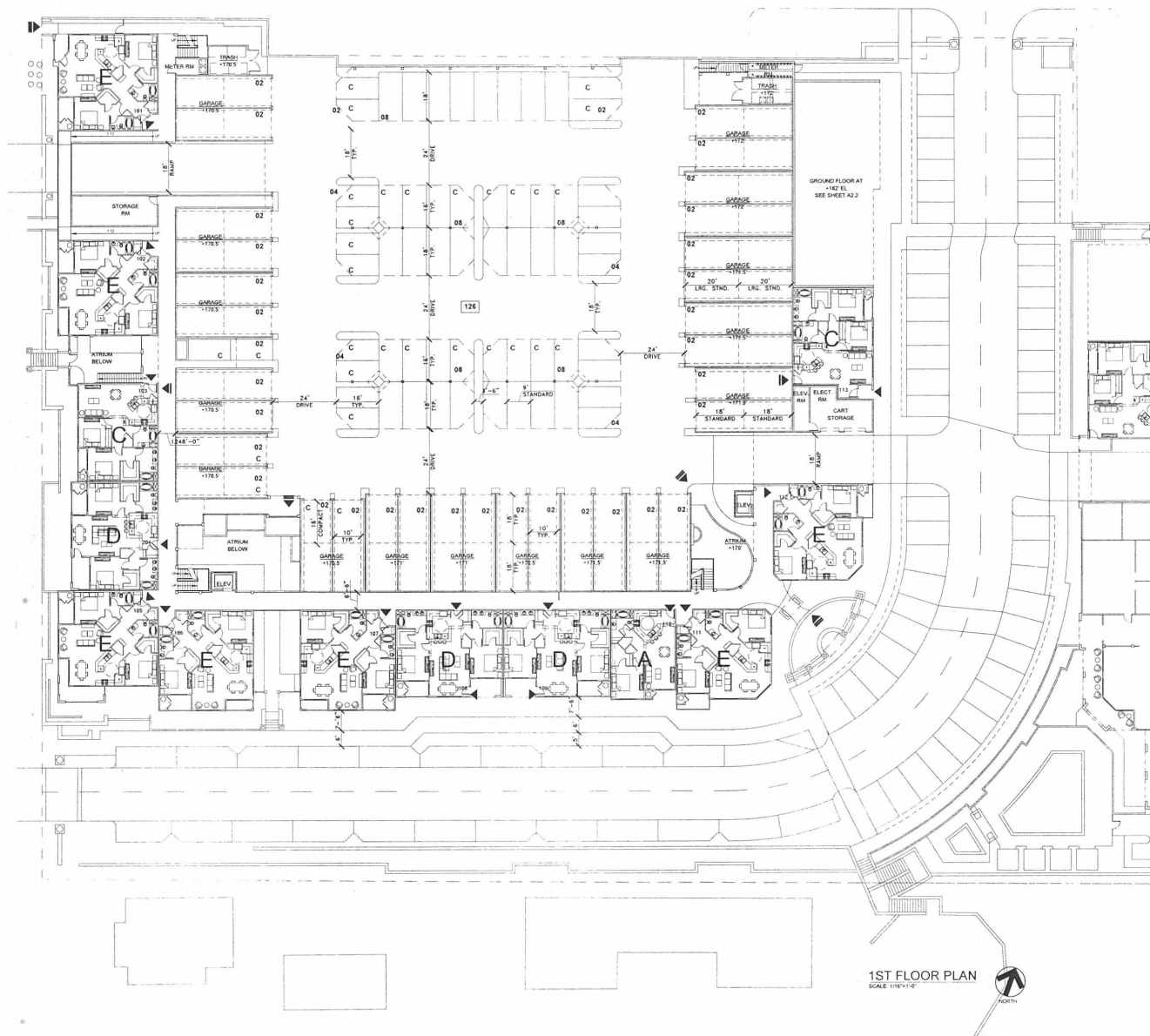
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NO. REVISED	DATE
1	1/16/11
JOB NO. 08-008	
SCALE 1/16"=1'-0"	
DATE 10/25/11	
DRAWN BY KENNEDY	
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A3.2

ELEVATIONS

[illegible]

ALAMEDA AVENUE



1ST FLOOR PLAN
SCALE 1/8"=1'-0"



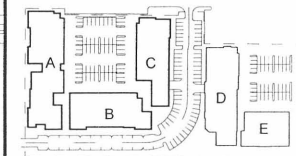
GENERAL NOTES

NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS
REFER TO LANDSCAPE PLANS.
NOTE: FOR TYPICAL UNIT PLANS, SEE SHEET A&D.

LEGEND

- ADJACENT BUILDINGS
- MAIN BUILDING ENTRY
- MAIN RESIDENTIAL UNIT ENTRY
- SECONDARY RESIDENTIAL UNIT ENTRY

BUILDING KEY PLAN



NO SCALE



MAIN STREET
ARCHITECTS + PLANNERS INC.
423 E. 11th Street, Suite 100
Los Angeles, CA 90012
Tel: (213) 482-2115 Fax: (213) 482-1033
www.mainstreetarchitects.com

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1263 WESTWOOD BLVD, SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

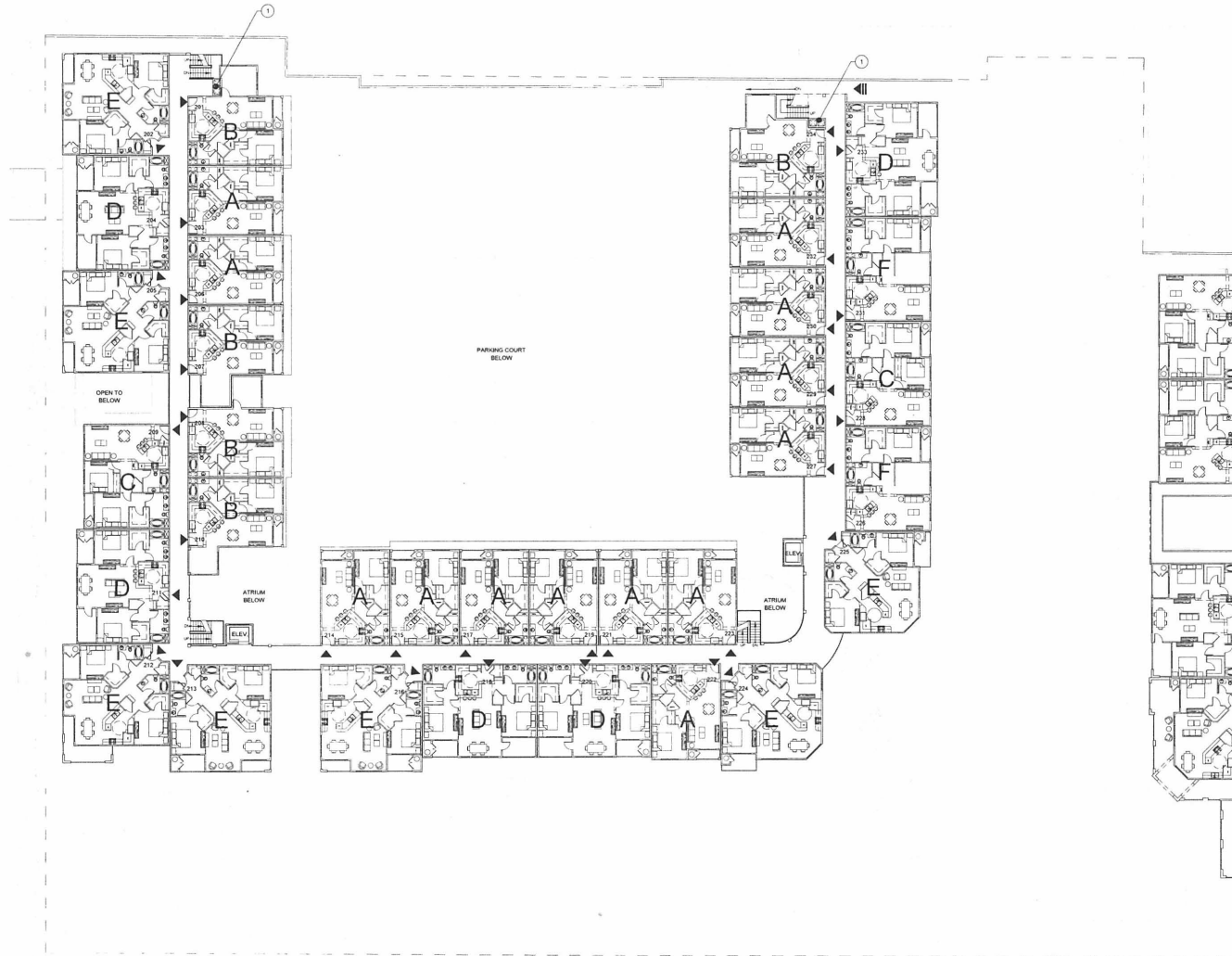
ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

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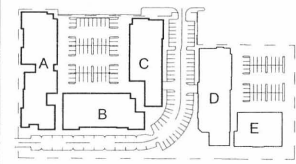
A4.1

BUILDING ABC- 1ST FLOOR PLAN

ALAMEDA AVENUE



2ND FLOOR PLAN
SCALE: 3/8"=1'-0"



NO SCALE

NORTH

GENERAL NOTES

- ① TRASH SHOOT
- NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.
- NOTE: FOR TYPICAL UNIT PLANS, SEE SHEET A&G.

LEGEND

- ADJACENT BUILDINGS
- MAIN BUILDING ENTRY
- MAIN RESIDENTIAL UNIT ENTRY
- SECONDARY RESIDENTIAL UNIT ENTRY

BUILDING KEY PLAN

MAIN STREET
ARCHITECTS + PLANNERS INC.
423 S. 11th St. Suite 111
San Jose, CA 95128
Phone: (408) 422-1111
www.mainstreetarchitects.com



WESTWOOD COMMUNITIES CORP.
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LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

NO.	REVISIONS	DATE
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A4.2
BUILDING ABC - 2ND FLOOR PLAN

① TRASH SHOOT

NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.

NOTE: FOR TYPICAL UNIT PLANS, SEE SHEET A6.0.

 ADJACENT BUILDINGS
 MAIN RESIDENTIAL UNIT ENTRY

MAIN STREET
ARCHITECTS + PLANNERS INC.

422 East Main Street
Ventura California 93001
phone: (805) 652-2115 fax: (805) 652-1532
www.mainstreetarchitects.com



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1263 WESTWOOD BLVD. SUITE 210
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ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

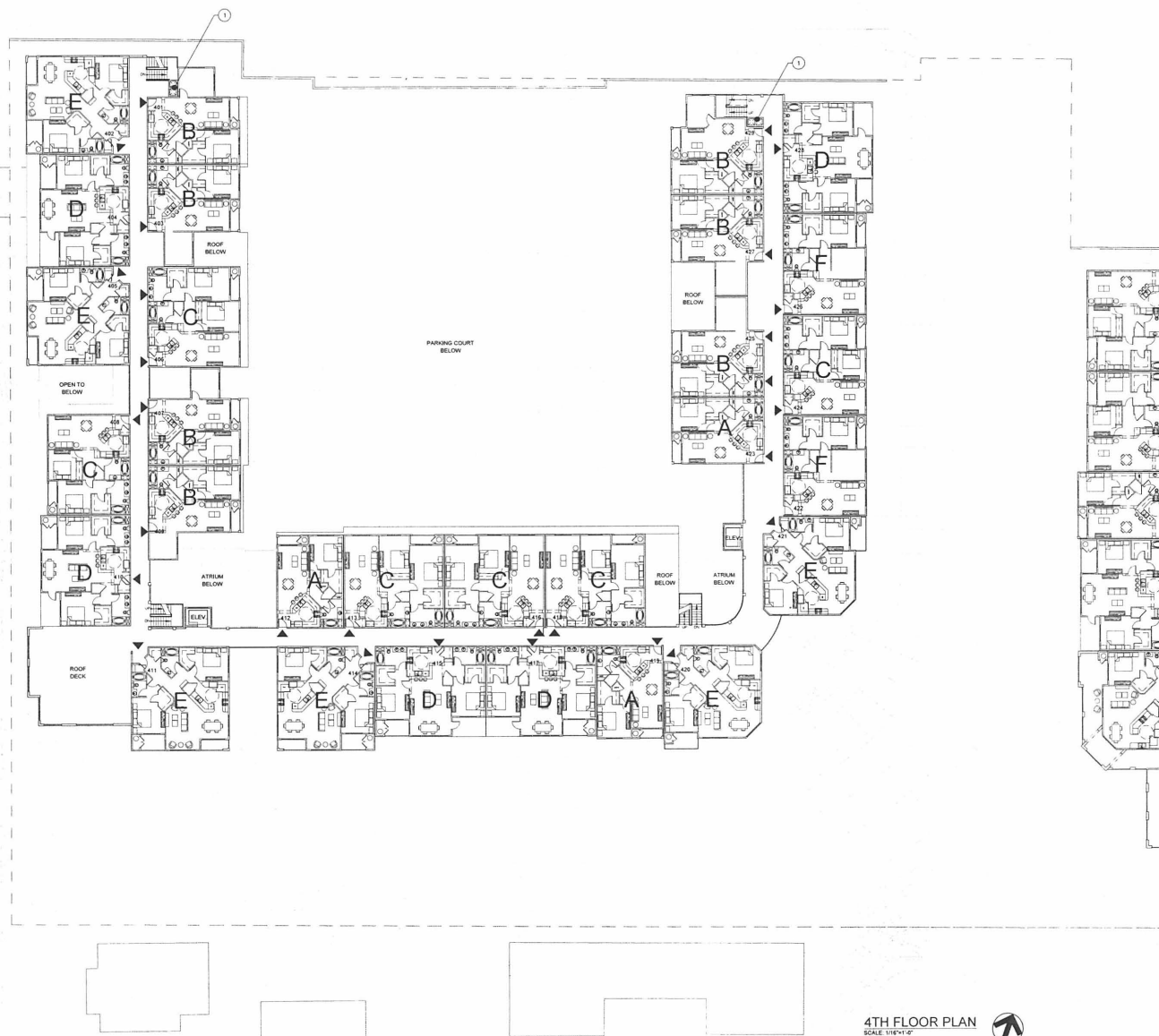
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NO.	REVISIONS	DATE
1	XXX	XX/XX/XX
JOB NO.	08-096	
SCALE	1/16"=1'-0"	
DATE	12-06-16	
DRAWN BY	MORINO	
CHECKED BY	ND	
CAD NO.	man.A4.3.dwg	

A4.3

BUILDING ABC - 3RD FLOOR

ALAMEDA AVENUE



4TH FLOOR PLAN
SCALE: 1/8"=1'-0"



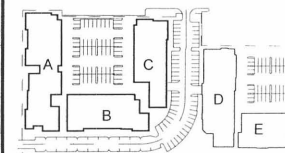
GENERAL NOTES

- ① TRASH SHOOT
NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.
NOTE: FOR TYPICAL UNIT PLANS, SEE SHEET A6.0.

LEGEND

- ADJACENT BUILDINGS
▲ MAIN RESIDENTIAL UNIT ENTRY

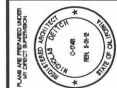
BUILDING KEY PLAN



NO SCALE



MAIN STREET
ARCHITECTS + PLANNERS INC.
425 E. 1st St. - Main Street
Los Angeles, CA 90012
PH: (213) 482-1111 FAX: (213) 482-1122
WWW.MAINSTREETARCHITECTS.COM



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LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

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NO.	REVISIONS	DATE	BY
1	XXX		

JOB NO. 09-008
SCALE 1/8"=1'-0"
DATE 08-08-09
DRAWN BY MONTRO
CHECKED BY MD
CAD NO. FROM A4.4.dwg

A4.4

BUILDING ABC - 4TH FLOOR



FLOOR PLAN
SCALE: 1/8"=1'-0"



GENERAL NOTES

① RETAINING WALL
② RAMP: SLOPE PER CIVIL DWGS.

NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.
NOTE: FOR TYPICAL UNIT PLANS, SEE SHEET A6.0.

LEGEND

ADJACENT BUILDINGS
 MAIN BUILDING ENTRY
 MAIN RESIDENTIAL UNIT ENTRY

BUILDING KEY PLAN

NO. PREVIOUS DATE

NO.	PREVIOUS	DATE
1	XXX	8/20/00

JOB NO. 08-08
 SCALE 1/8"=1'-0"
 DATE 08-08
 DRAWN BY 08-08
 CHECKED BY 08-08
 CAD NO. 08-08

A5.1

BUILDING D/E - 1ST FLOOR PLAN

WESTWOOD COMMUNITIES CORP.
1268 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

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3RD FLOOR PLAN
SCALE: 1/16"=1'-0"



| <p>GENERAL NOTES</p> <p>1. NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.</p> <p>2. FOR TYPICAL UNIT PLANS, SEE SHEET A5.07.</p> | | <p>MAIN STREET
ARCHITECTS + PLANNERS INC.
423 EAST MAIN STREET
LOS ANGELES, CA 90012
PH: (213) 482-2115 FAX: (213) 482-1032
MAINSTREETARCHITECTS.COM</p> | | | | | |
|--|-----------|---|-----|-----------|------|---|-----|
| <p>LEGEND</p> <p>□ ADJACENT BUILDINGS</p> <p>▲ MAIN RESIDENTIAL UNIT ENTRY</p> | | | | | | | |
| <p>BUILDING KEY PLAN</p> <p>NO SCALE</p> | | <p>ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625</p> | | | | | |
| <p>REVISIONS</p> <table border="1"> <thead> <tr> <th>NO.</th> <th>REVISIONS</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>XXX</td> <td>8/20/2018</td> </tr> </tbody> </table> <p>JOB NO. 09-008
SCALE 1/16"=1'-0"
DATE 8-08-18
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| NO. | REVISIONS | DATE | | | | | |
| 1 | XXX | 8/20/2018 | | | | | |
| <p>A5.3</p> | | <p>BUILDING D - 3RD FLOOR</p> | | | | | |



4TH FLOOR PLAN
SCALE 1/4"=1'-0"



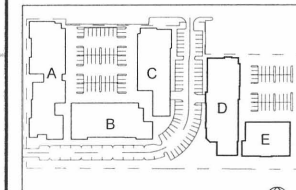
GENERAL NOTES

- NOTE: FOR ADDITIONAL SITE INFORMATION AND SURFACE PLANTER LOCATIONS REFER TO LANDSCAPE PLANS.
- FOR TYPICAL UNIT PLANS, SEE SHEET A5.0.

LEGEND

- ADJACENT BUILDINGS
- MAIN RESIDENTIAL UNIT ENTRY

BUILDING KEY PLAN



NO SCALE



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WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD, SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

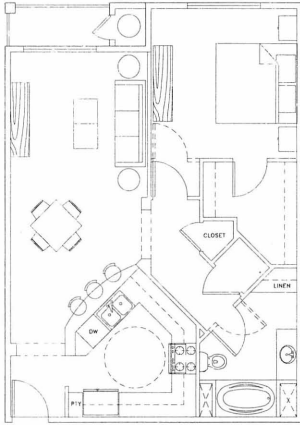
ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

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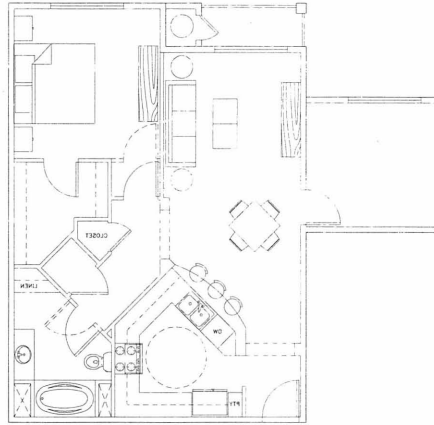
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A5.4

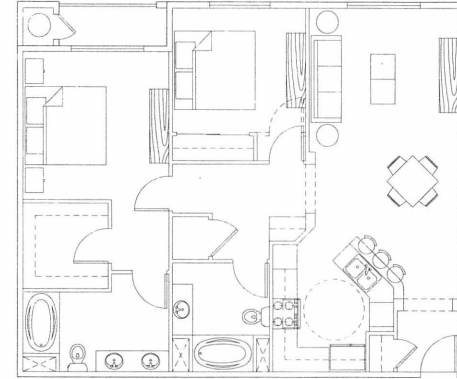
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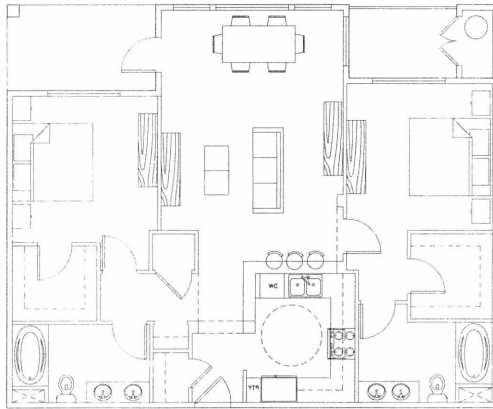
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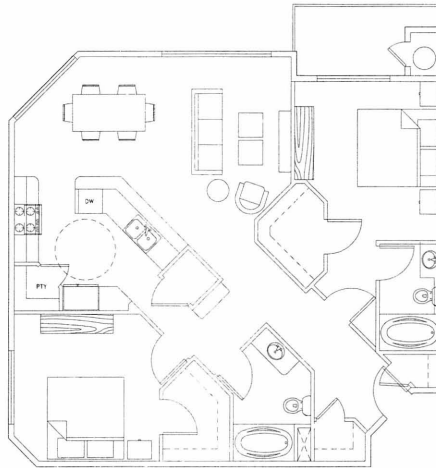
UNIT 'B' - 872 SF
SCALE 1/4"=1'-0"



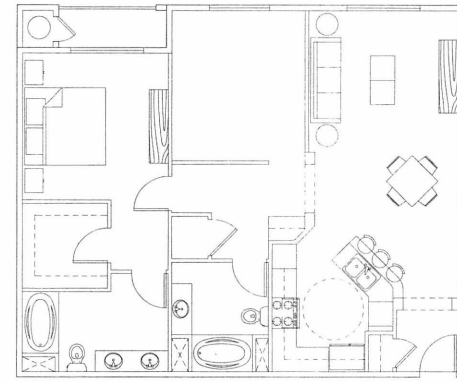
UNIT 'C' - 1,018 SF
SCALE 1/4"=1'-0"



UNIT 'D' - 1,110 SF
SCALE 1/4"=1'-0"



UNIT 'E' - 1,259 SF
SCALE 1/4"=1'-0"



UNIT 'F' - 1,018 SF
SCALE 1/4"=1'-0"

BUILDING KEY PLAN

NO SCALE

NORTH

| NO. | REVISIONS | DATE | REVISION |
|-----|-----------|------|----------|
| 1 | ISS | | |

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|------------|---------------|
| JOB NO. | 08-008 |
| SCALE | 1/4"=1'-0" |
| DATE | 12-08-11 |
| DRAWN BY | ARCHITECT |
| CHECKED BY | NO |
| CADD NO. | 1000-A6.0.dwg |

MAIN STREET
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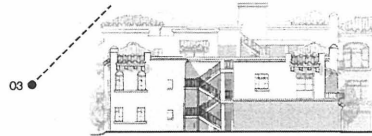
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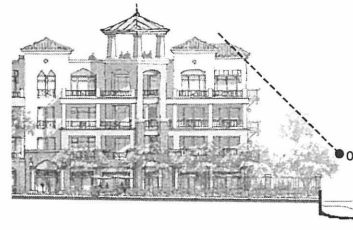
BUILDING ABC- 1ST FLOOR PLAN



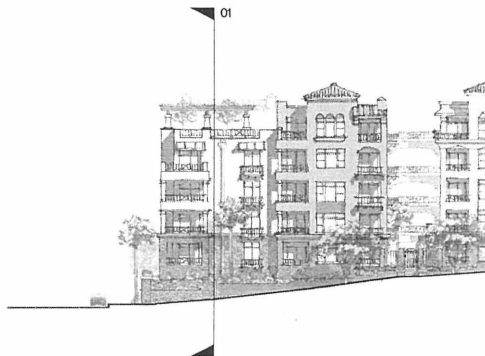
BUILDING A WEST ELEVATION
SCALE 1/16"=1'-0"



BUILDING D/E EAST ELEVATION
SCALE 1/16"=1'-0"



BUILDING D WEST ELEVATION
SCALE 1/16"=1'-0"

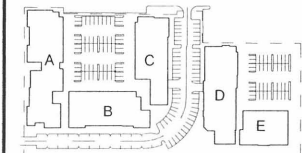


BUILDING A/B/C SOUTH ELEVATION
SCALE 1/16"=1'-0"



BUILDING D/E SOUTH ELEVATION
SCALE 1/16"=1'-0"

BUILDING KEY PLAN



NO SCALE



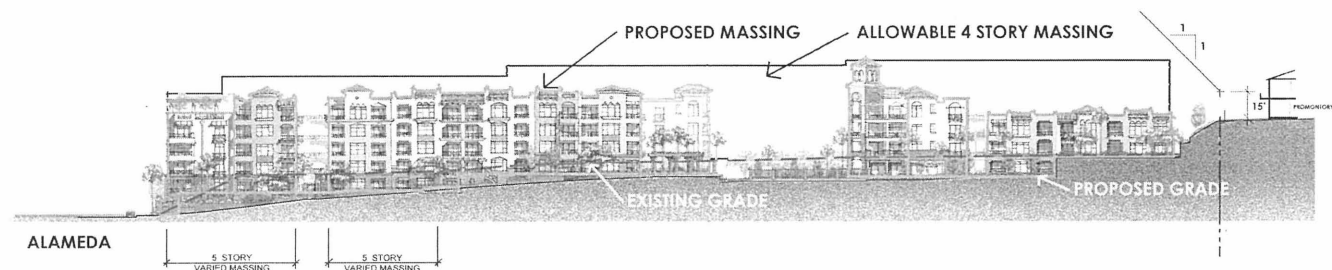
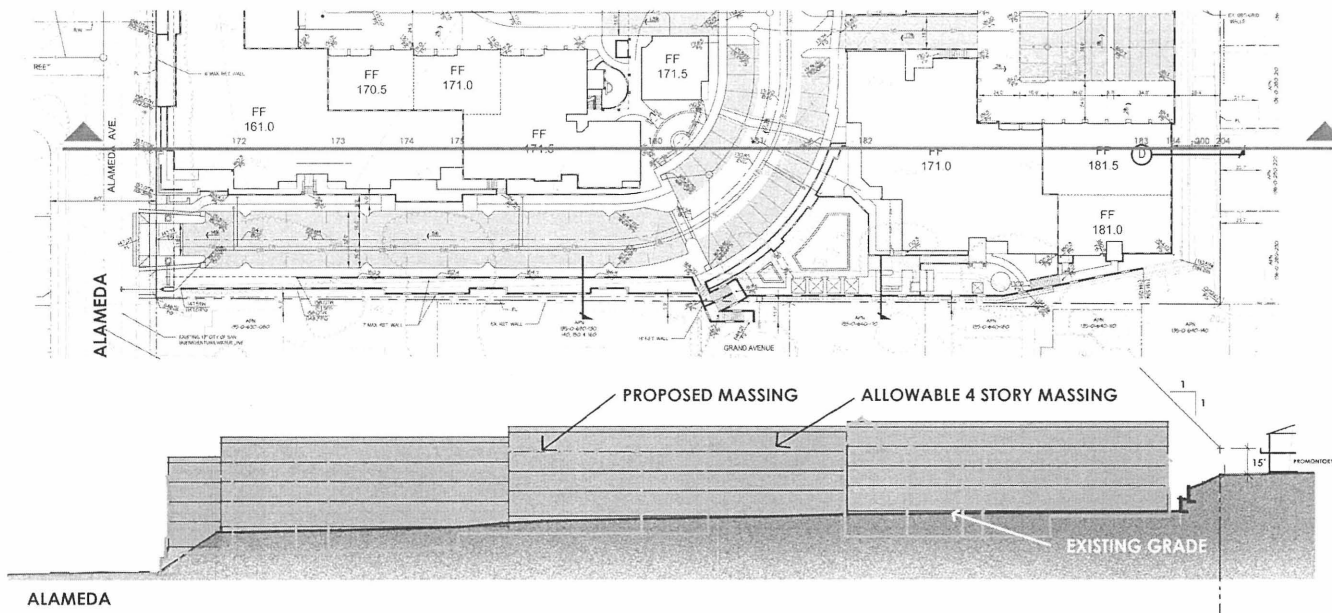
MAIN STREET
ARCHITECTS + PLANNERS INC.
423 East Main Street
Los Angeles, CA 90012
PH: (213) 482-1101
WWW.MAINSTREETARCHITECTS.COM



WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-O-020-625

| BUILDING HEIGHT ANALYSIS | | | |
|--------------------------|-----------|------|--------|
| NO. | REVISIONS | DATE | REASON |
| 1 | XXX | | |
| JOB NO. 08-008 | | | |
| SCALE 1/16"=1'-0" | | | |
| DATE 12-08-1 | | | |
| DRAWN BY: [blank] | | | |
| CHECKED BY: [blank] | | | |
| CAD NO. [blank] | | | |
| A7.0 | | | |



BUILDING HEIGHT AND MASSING ANALYSIS
 Relation to existing homes - illustrating compliance with the requirements of the VCSP.

| BUILDING KEY PLAN | | NO. / REVISIONS | | DATE |
|--|--|-----------------|-----|----------|
| | | NO. | XXX | ADDENDUM |
| | | | | |
| | | | | |
| | | | | |
| JOB NO. 08-008
SCALE 1/16"=1'-0"
DATE 8-08-08
DRAWN BY MCHAMBERLAIN
CHECKED BY MD
CAD NO. 1000-A7.1.dwg | | A7.1 | | |

BUILDING HEIGHT ANALYSIS

MAIN STREET
 ARCHITECTS + PLANNERS INC.
 421 E. 1st St. Suite 100
 Los Angeles, CA 90012
 Tel: (310) 421-1001
 Fax: (310) 421-1002
 mainstreet@mainstreet.com

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 PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
 ALAMEDA AVENUE
 VENTURA, CA 93001
 APN: 136-0-020-625

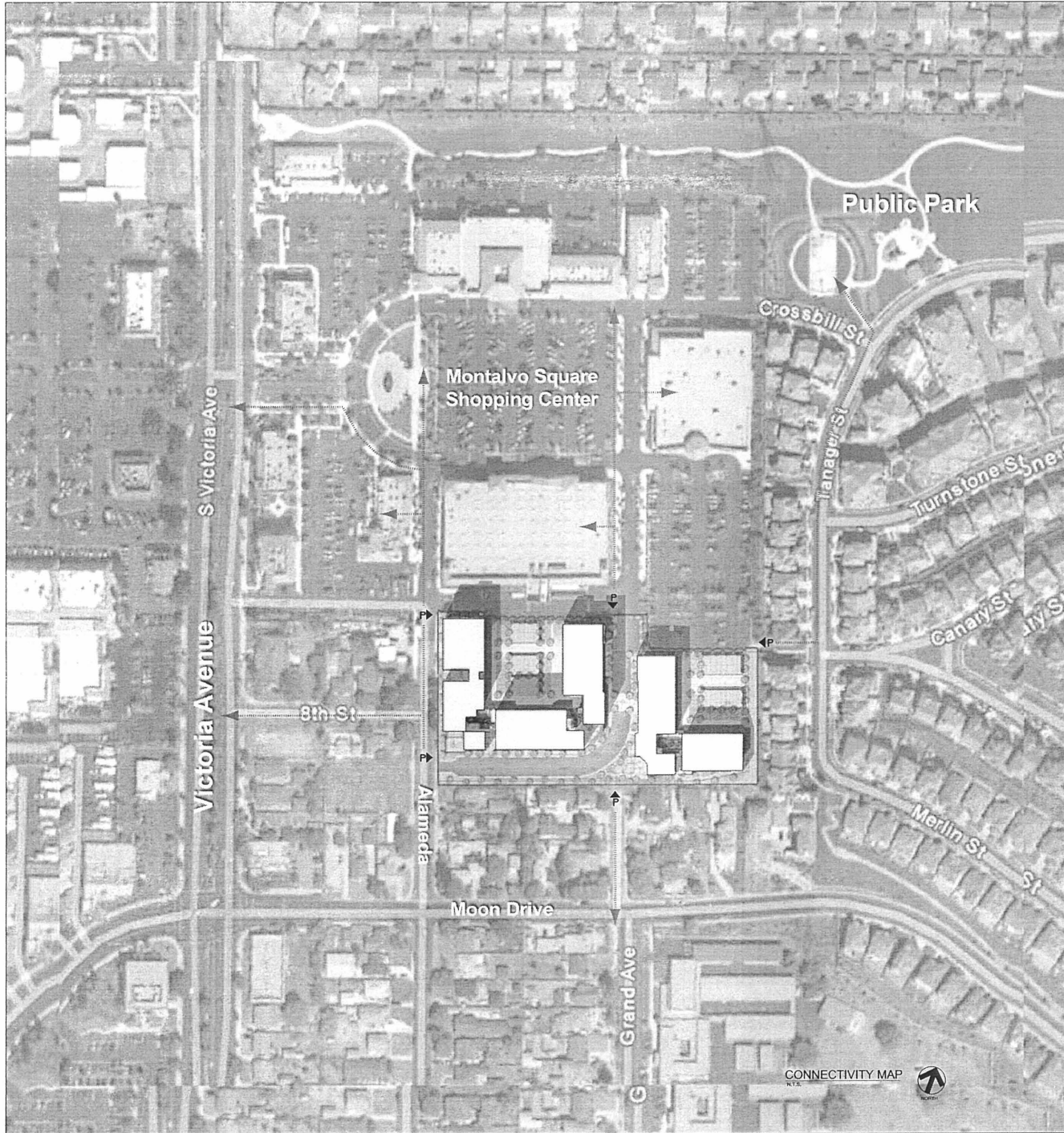
WESTWOOD COMMUNITIES CORP.
 1263 WESTWOOD BLVD., SUITE 210
 LOS ANGELES, CA 90024
 PHONE (310) 477-3321 FAX (310) 477-3361



2ND FLOOR PLAN
SCALE: 1/16"=1'-0"



| | |
|--|---|
| <p style="text-align: center;">GENERAL NOTES</p> <p>① RETAINING WALL</p> | <p style="text-align: center;">MAIN STREET
 ARCHITECTS + PLANNERS, INC.
 432 EAST MAIN STREET
 LOS ANGELES, CA 90012
 PH: (213) 412-7111 FAX: (213) 415-1331
 MOB: (213) 412-7111</p> |
| BASEMENT ANALYSIS | |
| <p>CODE ANALYSIS</p> <p>C.B.C. SECTION 202</p> <p>BASEMENT: A STORY THAT IS NOT A STORY ABOVE GRADE PLANE (SEE "STORY ABOVE GRADE PLANE" IN SECTION 202)</p> <p>C.B.C. SECTION 202</p> <p>STORY ABOVE GRADE PLANE: ANY STORY HAVING ITS FINISHED FLOOR AND SURFACE ENTIRELY ABOVE GRADE PLANE, OR IN WHICH THE FINISHED SURFACE OF THE FLOOR NEXT ABOVE IS</p> <p style="margin-left: 20px;">1. MORE THAN 6 FEET ABOVE GRADE PLANE, OR</p> <p style="margin-left: 20px;">2. MORE THAN 12 FEET ABOVE FINISHED GROUND LEVEL AT ANY POINT</p> <p>CALCULATION</p> <p>(FINISH FLOOR OF STORY ABOVE) - (AVERAGE GRADE PLANE) = (X)</p> <p>IF (X) IS LESS THAN 6, THE STORY IS "NOT" ABOVE GRADE PLANE</p> <p>IF (X) IS GREATER THAN 6, THE STORY "IS" ABOVE GRADE PLANE.</p> <p style="text-align: center;">BUILDING ANALYSIS</p> <p>BUILDING A</p> <p>STORY ABOVE FINISH FLOOR +171.00'
 AVERAGE GRADE PLANE +160.35'
 -14.65'</p> <p>BUILDING B</p> <p>STORY ABOVE FINISH FLOOR +171.50'
 AVERAGE GRADE PLANE +160.80'
 -10.70'</p> <p>DETERMINATION: THE FINISH FLOOR OF THE FLOOR ABOVE THE LOWEST LEVEL OF BUILDING A IS NOT A STORY ABOVE GRADE PLANE. BY DEFINITION THIS FLOOR IS A BASEMENT.</p> <p>BUILDING C</p> <p>STORY ABOVE FINISH FLOOR +171.50'
 AVERAGE GRADE PLANE +160.80'
 -10.70'</p> <p>DETERMINATION: THE FINISH FLOOR OF THE FLOOR ABOVE THE LOWEST LEVEL OF BUILDING C IS NOT A STORY ABOVE GRADE PLANE. BY DEFINITION THIS FLOOR IS A BASEMENT.</p> | |
| LEGEND | |
| <p> BASEMENT LEVEL
 MAIN BUILDING ENTRY
 MAIN RESIDENTIAL UNIT ENTRY
 SECONDARY RESIDENTIAL UNIT ENTRY </p> | |
| BUILDING KEY PLAN | |
| | |
| <p>NO SCALE</p> <p style="text-align: right;">NORTH</p> | <p style="text-align: center;">ISLAND VIEW APARTMENTS
 ALAMEDA AVENUE
 VENTURA, CA 93001
 APN: 136-0-020-625</p> |



CONNECTIVITY MAP
N.T.S.



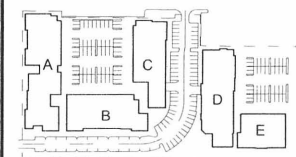
NO SCALE



LEGEND

P PEDESTRIAN ACCESS
CONNECTIVITY

BUILDING KEY PLAN



MAIN STREET
ARCHITECTS + PLANNERS INC.
433 EAST MAIN STREET
VENTURA, CALIFORNIA 93001
MAINSTREETARCHITECTS.COM



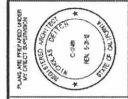
WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-0-020-625

| NO. | REVISIONS | DATE |
|-----|-----------|----------|
| 1 | ISSUE | 08/08/08 |
| 2 | ISSUE | 08/08/08 |
| 3 | ISSUE | 08/08/08 |
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| 100 | ISSUE | 08/08/08 |

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CONNECTIVITY MAP

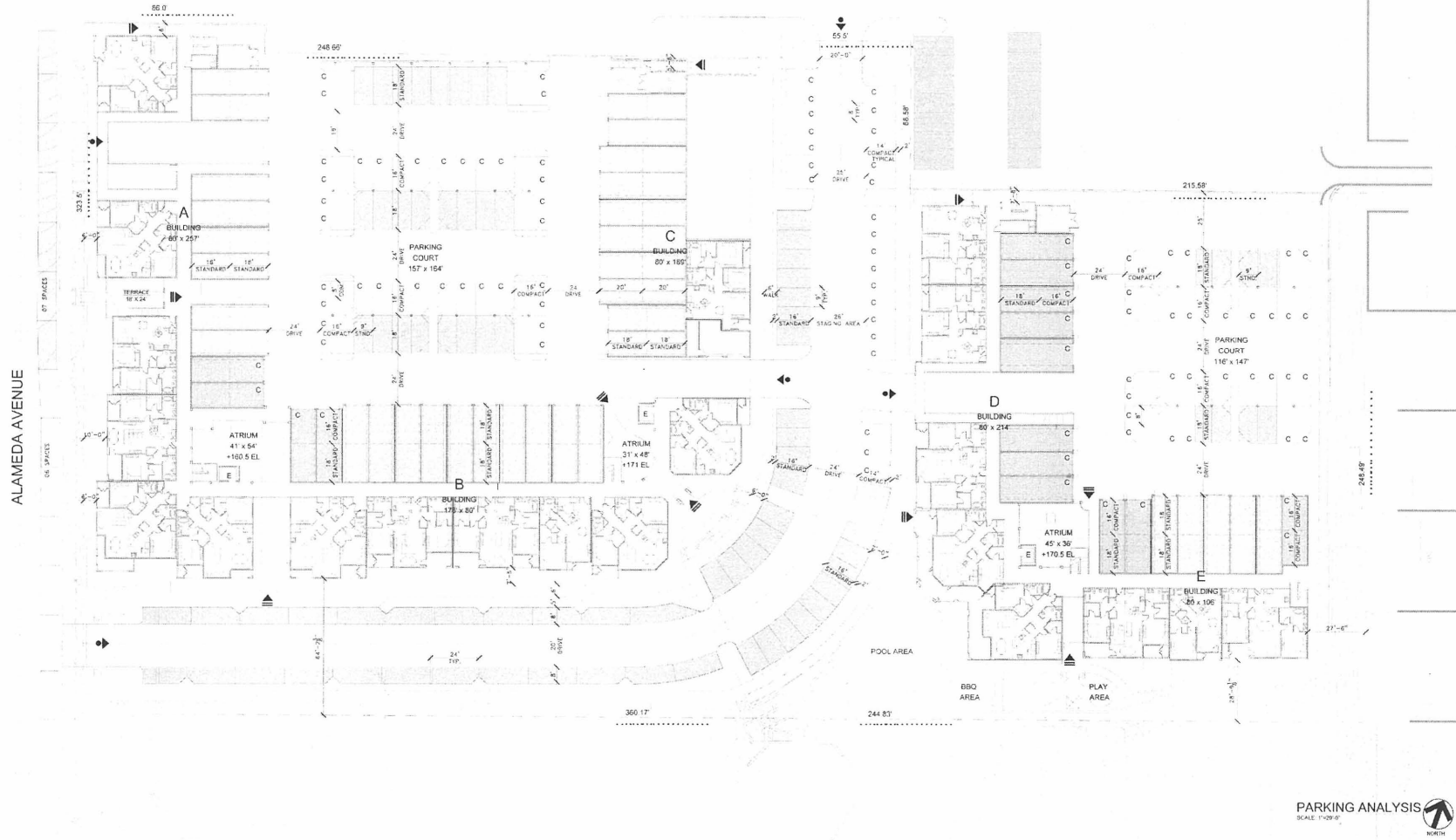


WESTWOOD COMMUNITIES CORP.
1263 WESTWOOD BLVD. SUITE 210
LOS ANGELES, CA 90024
PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
ALAMEDA AVENUE
VENTURA, CA 93001
APN: 136-O-020-625

| NO. | REVISIONS | DATE |
|-----|-----------|---------|
| 1 | ISS | 8/14/20 |
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A10.0
PARKING ANALYSIS



PARKING ANALYSIS
SCALE: 1"=20'-0"

| PARKING ANALYSIS | | LEGEND | | BUILDING KEY PLAN | |
|---|--|--|--|--|--|
| REQUIRED RESIDENTIAL PARKING
1. PARKING SPACES PER 1-BEDROOM = 1 x 067 DWELLINGS = 067
2. PARKING SPACES PER 2-BEDROOM = 2 x 087 DWELLINGS = 174
TOTAL RESIDENTIAL PARKING REQUIRED = 241
REQUIRED GUEST PARKING
1. PARKING SPACES PER DWELLING = 1 x 154 DWELLINGS = 039
TOTAL SPACES REQUIRED = 280 | | RESIDENTIAL PARKING ANALYSIS
BUILDING ABC PARKING COURT
STANDARD TANDEN GARAGE = 18 (25.7-36)
COMBO TANDEN GARAGE = 4 STANDARD
= 4 COMPACT
= 126
BUILDING DE PARKING COURT
STANDARD TANDEN GARAGE = 08 (412-08)
COMBO TANDEN GARAGE = 11 STANDARD
= 13 COMPACT
= 08
= 03
NEW DRIVE = 72
NEW DRIVE = 49
= 23
= 74
OFFSITE
PRIVATE STREET PARKING/ DESIGNATED GUEST PARKING = 07
OWNER CASHEM PARKING/ DESIGNATED GUEST PARKING = 14
TOTAL SPACES PROVIDED = 281 | | ADJACENT BUILDINGS
MAIN BUILDING ENTRY
SECONDARY SITE ENTRY
VEHICULAR ACCESS POINT | |
| PARKING PROVIDED
ON-SITE PARKING
(287 RESIDENTIAL SPACES, 113 GUEST SPACES)
OFF-SITE PARKING (DESIGNATED GUEST PARKING)
TOTAL SPACES PROVIDED = 375
STANDARD VS. COMPACT BREAKDOWN
STANDARD SPACES (45%) = 185
COMPACT SPACES (15%) = 104
TOTAL SPACES PROVIDED = 289 | | BUILDING KEY PLAN
NO SCALE | | NO SCALE | |

[illegible]

PRELIMINARY SITE PLAN

Date: Oct 19 2011
Date Recd: Oct 20 2011
JOB # 4110

L-I



L.A. GROUP

Design Works

Landscape Architecture
22110 Clarendon Street Suite 202
Woodland Hills, CA 91367
R/K 251-9718

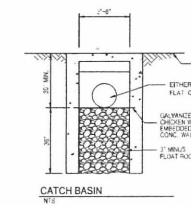
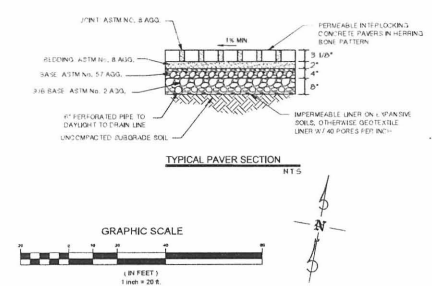
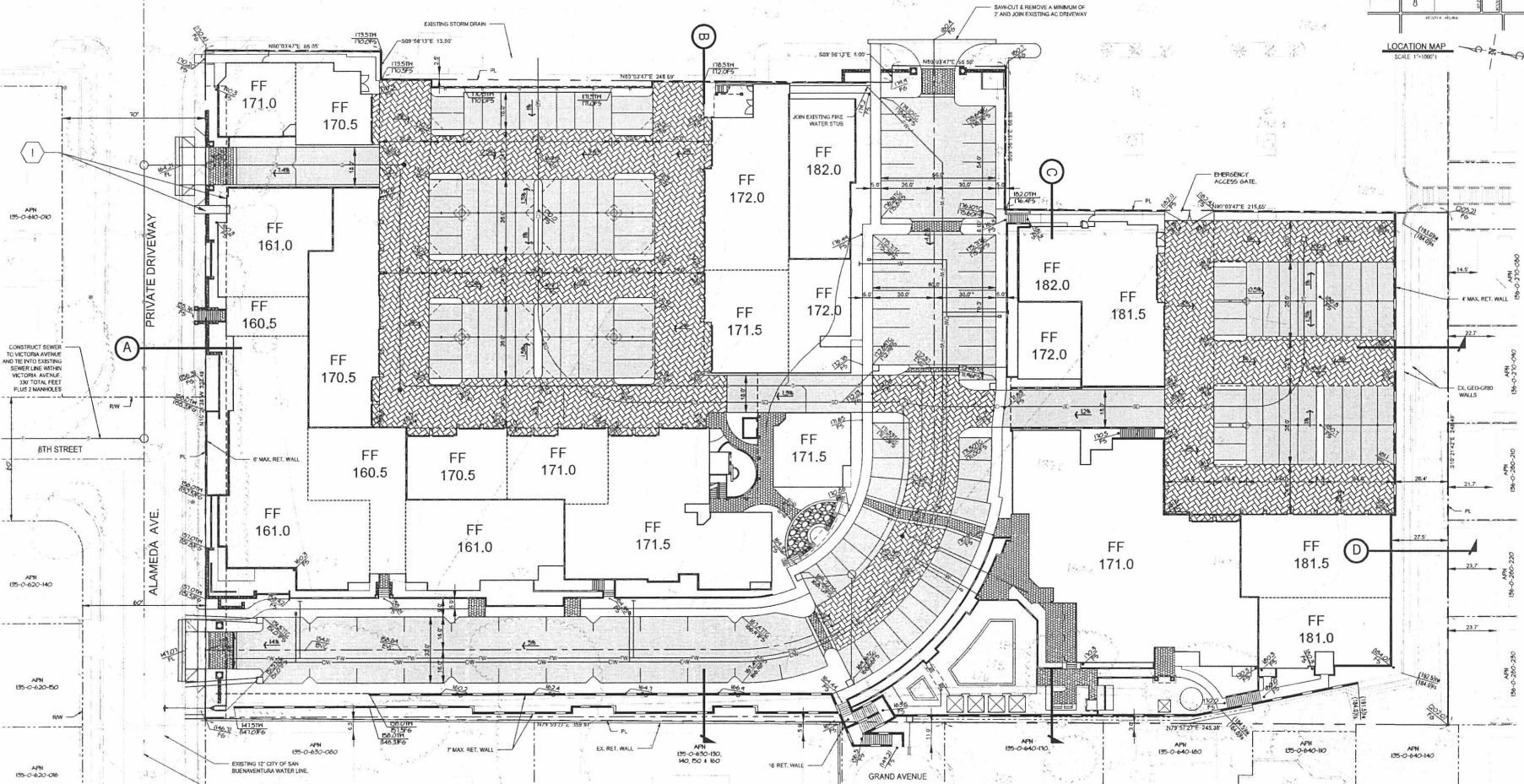


0 16 32 48 feet

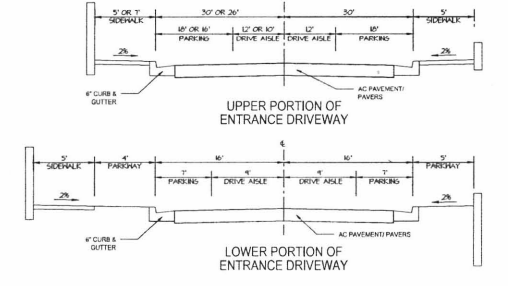
SCALE: 1 in. = 10'

EASEMENTS:

- ANY EASEMENT OR RIGHT GRANTED TO SOUTHERN CALIFORNIA Edison COMPANY BY FRANCHISE, ORDINANCE NO. 47410 AND ANY EASEMENT OR RIGHT GRANTED TO PACIFIC TELEPHONE AND TELEGRAPH COMPANY BY SECTION 7961 OF THE PUBLIC UTILITIES CODE, STATE OF CALIFORNIA, AS DECLARED BY REGULATION OF ASSIGNMENT OF A PORTION OF ALAMEDA AVENUE, RECORDED MARCH 14, 1987 IN BOOK 3117 PAGE 15 OF OFFICIAL RECORDS OF VENTURA COUNTY, TO BE QUIT-CLAIMED.
- RECORDING EASEMENT AGREEMENT OVER PARCEL 1 & 2 OF ALAMEDA AVENUE FOR NATURAL ACCESS & EASEMENTS PER INST. NO. 2004-00011 OR AND 2004-00012-001, BLANKET TO NATURE.



EARTHWORK:
 CUT - 45000 CY
 FILL - 1500 CY
 EXPORT - 4000 CY



- LEGEND**
- FF FINISH FLOOR ELEVATION
 - FW TOP OF WALL
 - FL TOP OF CURB
 - FL FLOWLINE
 - FL FINISH LAWNFACE
 - FL FINISHED GRADE
 - FL TOP OF GRADE
 - FL RETAINING WALL
 - BUILDING WALL
 - PROPOSED ELEVATION
 - EXISTING ELEVATION
 - STREET CENTERLINE
 - PROPERTY LINE
 - APRACIT OR P.C. PARABOLIC
 - PAVING CONCRETE PAVEMENT
 - CATCH BASIN
 - WATER-IRRI LINE
 - DOMESTIC WATER LINE
 - STORM DRAIN
 - SEWER LINE

PREPARED BY:
OTR Engineering
 8000 N. 15th Ave., Suite 500, Ventura, California 93003
 (805) 576-6533 • www.otr-engineering.com

MAIN STREET
 ARCHITECTS & PLANNERS INC.
 423 East Main Street
 Los Angeles, CA 90012
 (213) 462-2111 • www.mstarch.com



WESTWOOD COMMUNITIES CORP.
 1263 WESTWOOD BLVD, SUITE 210
 LOS ANGELES, CA 90024
 PHONE (310) 477-3321 FAX (310) 477-3361

ISLAND VIEW APARTMENTS
 ALAMEDA AVENUE
 VENTURA, CA 93001
 APN: 136-0-020-625

| NO. | REVISION | DATE |
|-----|-------------------|----------|
| 1 | ISSUED FOR PERMIT | 04-08-11 |
| 2 | FOR CONSTRUCTION | 04-08-11 |
| 3 | FOR CONSTRUCTION | 04-08-11 |
| 4 | FOR CONSTRUCTION | 04-08-11 |
| 5 | FOR CONSTRUCTION | 04-08-11 |
| 6 | FOR CONSTRUCTION | 04-08-11 |
| 7 | FOR CONSTRUCTION | 04-08-11 |
| 8 | FOR CONSTRUCTION | 04-08-11 |
| 9 | FOR CONSTRUCTION | 04-08-11 |
| 10 | FOR CONSTRUCTION | 04-08-11 |

C1

Island View Apartments
Ventura County APCD Air District, Summer

1.0 Project Characteristics

1.1 Land Usage

| Land Uses | Size | Metric |
|----------------------------|------|---------------|
| Apartments Mid Rise | 154 | Dwelling Unit |
| Parking Lot | 0 | |
| Recreational Swimming Pool | 14.8 | 1000sqft |

1.2 Other Project Characteristics

Urbanization Urban

Wind Speed (m/s) 2.6

Utility Company Southern California Edison

Climate Zone 9

Precipitation Freq (Days) 31

1.3 User Entered Comments

Project Characteristics -

Land Use - The apartment buildings are a combination of 2, 3 and 4 stories. The Parking is a combination of open court parking, garage parking situated under the building, and "on-street" parking in the drive aisle through the site.

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------|--------|-------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|------|----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2011 | 11.12 | 89.86 | 51.68 | 0.08 | | | | | | | 0.00 | 8,183.38 | 0.00 | | 0.00 | 8,204.34 |
| 2012 | 307.23 | 41.15 | 33.00 | 0.06 | | | | | | | 0.00 | 5,715.30 | 0.00 | | 0.00 | 5,727.65 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

Mitigated Construction

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------|--------|-------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|------|----------|
| Year | lb/day | | | | | | | | | | lb/day | | | | | |
| 2011 | 11.12 | 89.86 | 51.68 | 0.08 | | | | | | | 0.00 | 8,183.38 | 0.00 | | 0.00 | 8,204.34 |
| 2012 | 307.23 | 41.15 | 33.00 | 0.06 | | | | | | | 0.00 | 5,715.30 | 0.00 | | 0.00 | 5,727.65 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

2.2 Overall Operational

Unmitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|------------------|-----------|-----|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |
| Energy | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| Mobile | 9.20 | 15.52 | 79.91 | 0.11 | | | | | | | | 11,046.34 | | | | 11,059.13 |
| Total | 15.10 | 16.25 | 93.52 | 0.11 | | | | | | | 0.00 | 11,802.38 | | | 0.01 | 11,820.17 |

Mitigated Operational

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|--------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|------------------|-----------|-----|-------------|------------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Area | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |
| Energy | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| Mobile | 9.20 | 15.52 | 79.91 | 0.11 | | | | | | | | 11,046.34 | | | | 11,059.13 |
| Total | 15.10 | 16.25 | 93.52 | 0.11 | | | | | | | 0.00 | 11,802.38 | | | 0.01 | 11,820.17 |

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Demolition - 2011

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 9.84 | 79.87 | 45.95 | 0.07 | | | | | | | | 7,510.82 | | | | 7,529.33 |
| Total | 9.84 | 79.87 | 45.95 | 0.07 | | | | | | | | 7,510.82 | | | | 7,529.33 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |
| Total | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |

3.2 Demolition - 2011

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 9.84 | 79.87 | 45.95 | 0.07 | | | | | | | 0.00 | 7,510.82 | | | | 7,529.33 |
| Total | 9.84 | 79.87 | 45.95 | 0.07 | | | | | | | 0.00 | 7,510.82 | | | | 7,529.33 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |
| Total | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |

3.3 Site Preparation - 2011

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 10.99 | 89.73 | 50.45 | 0.07 | | | | | | | | 7,997.70 | | | | 8,018.42 |
| Total | 10.99 | 89.73 | 50.45 | 0.07 | | | | | | | | 7,997.70 | | | | 8,018.42 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.13 | 0.12 | 1.23 | 0.00 | | | | | | | | 185.68 | | | | 185.92 |
| Total | 0.13 | 0.12 | 1.23 | 0.00 | | | | | | | | 185.68 | | | | 185.92 |

3.3 Site Preparation - 2011

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|--------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 10.99 | 89.73 | 50.45 | 0.07 | | | | | | | 0.00 | 7,997.70 | | | | 8,018.42 |
| Total | 10.99 | 89.73 | 50.45 | 0.07 | | | | | | | 0.00 | 7,997.70 | | | | 8,018.42 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.13 | 0.12 | 1.23 | 0.00 | | | | | | | | 185.68 | | | | 185.92 |
| Total | 0.13 | 0.12 | 1.23 | 0.00 | | | | | | | | 185.68 | | | | 185.92 |

3.4 Grading - 2011

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 7.18 | 55.38 | 32.83 | 0.05 | | | | | | | | 5,240.07 | | | | 5,253.60 |
| Total | 7.18 | 55.38 | 32.83 | 0.05 | | | | | | | | 5,240.07 | | | | 5,253.60 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |
| Total | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |

3.4 Grading - 2011

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|---------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Fugitive Dust | | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 7.18 | 55.38 | 32.83 | 0.05 | | | | | | | 0.00 | 5,240.07 | | | | 5,253.60 |
| Total | 7.18 | 55.38 | 32.83 | 0.05 | | | | | | | 0.00 | 5,240.07 | | | | 5,253.60 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |
| Total | 0.11 | 0.10 | 1.02 | 0.00 | | | | | | | | 154.73 | | | | 154.93 |

3.5 Building Construction - 2011

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 6.11 | 40.22 | 24.03 | 0.04 | | | | | | | | 4,040.62 | | | | 4,052.11 |
| Total | 6.11 | 40.22 | 24.03 | 0.04 | | | | | | | | 4,040.62 | | | | 4,052.11 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.30 | 3.37 | 2.17 | 0.00 | | | | | | | | 491.74 | | | | 492.06 |
| Worker | 0.85 | 0.79 | 7.99 | 0.01 | | | | | | | | 1,206.89 | | | | 1,208.48 |
| Total | 1.15 | 4.16 | 10.16 | 0.01 | | | | | | | | 1,698.63 | | | | 1,700.54 |

3.5 Building Construction - 2011

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 6.11 | 40.22 | 24.03 | 0.04 | | | | | | | 0.00 | 4,040.62 | | | | 4,052.11 |
| Total | 6.11 | 40.22 | 24.03 | 0.04 | | | | | | | 0.00 | 4,040.62 | | | | 4,052.11 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.30 | 3.37 | 2.17 | 0.00 | | | | | | | | 491.74 | | | | 492.06 |
| Worker | 0.85 | 0.79 | 7.99 | 0.01 | | | | | | | | 1,206.89 | | | | 1,208.48 |
| Total | 1.15 | 4.16 | 10.16 | 0.01 | | | | | | | | 1,698.63 | | | | 1,700.54 |

3.5 Building Construction - 2012

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 5.63 | 37.37 | 23.73 | 0.04 | | | | | | | | 4,040.62 | | | | 4,051.23 |
| Total | 5.63 | 37.37 | 23.73 | 0.04 | | | | | | | | 4,040.62 | | | | 4,051.23 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.28 | 3.06 | 1.99 | 0.00 | | | | | | | | 494.11 | | | | 494.40 |
| Worker | 0.79 | 0.72 | 7.28 | 0.01 | | | | | | | | 1,180.57 | | | | 1,182.03 |
| Total | 1.07 | 3.78 | 9.27 | 0.01 | | | | | | | | 1,674.68 | | | | 1,676.43 |

3.5 Building Construction - 2012

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 5.63 | 37.37 | 23.73 | 0.04 | | | | | | | 0.00 | 4,040.62 | | | | 4,051.23 |
| Total | 5.63 | 37.37 | 23.73 | 0.04 | | | | | | | 0.00 | 4,040.62 | | | | 4,051.23 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.28 | 3.06 | 1.99 | 0.00 | | | | | | | | 494.11 | | | | 494.40 |
| Worker | 0.79 | 0.72 | 7.28 | 0.01 | | | | | | | | 1,180.57 | | | | 1,182.03 |
| Total | 1.07 | 3.78 | 9.27 | 0.01 | | | | | | | | 1,674.68 | | | | 1,676.43 |

3.6 Paving - 2012

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.51 | 27.70 | 17.08 | 0.03 | | | | | | | | 2,400.73 | | | | 2,409.23 |
| Paving | 0.29 | | | | | | | | | | | | | | | 0.00 |
| Total | 4.80 | 27.70 | 17.08 | 0.03 | | | | | | | | 2,400.73 | | | | 2,409.23 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.13 | 0.12 | 1.24 | 0.00 | | | | | | | | 201.81 | | | | 202.06 |
| Total | 0.13 | 0.12 | 1.24 | 0.00 | | | | | | | | 201.81 | | | | 202.06 |

3.6 Paving - 2012

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|--------------|--------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|-----------------|-----------|-----|-----|-----------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Off-Road | 4.51 | 27.70 | 17.08 | 0.03 | | | | | | | 0.00 | 2,400.73 | | | | 2,409.23 |
| Paving | 0.29 | | | | | | | | | | | | | | | 0.00 |
| Total | 4.80 | 27.70 | 17.08 | 0.03 | | | | | | | 0.00 | 2,400.73 | | | | 2,409.23 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.13 | 0.12 | 1.24 | 0.00 | | | | | | | | 201.81 | | | | 202.06 |
| Total | 0.13 | 0.12 | 1.24 | 0.00 | | | | | | | | 201.81 | | | | 202.06 |

3.7 Architectural Coating - 2012

Unmitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 306.55 | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 0.52 | 3.16 | 1.96 | 0.00 | | | | | | | | 281.19 | | | | 282.18 |
| Total | 307.07 | 3.16 | 1.96 | 0.00 | | | | | | | | 281.19 | | | | 282.18 |

Unmitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.15 | 0.14 | 1.43 | 0.00 | | | | | | | | 232.08 | | | | 232.36 |
| Total | 0.15 | 0.14 | 1.43 | 0.00 | | | | | | | | 232.08 | | | | 232.36 |

3.7 Architectural Coating - 2012

Mitigated Construction On-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------|---------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|-------------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Archit. Coating | 306.55 | | | | | | | | | | | | | | | 0.00 |
| Off-Road | 0.52 | 3.16 | 1.96 | 0.00 | | | | | | | 0.00 | 281.19 | | | | 282.18 |
| Total | 307.07 | 3.16 | 1.96 | 0.00 | | | | | | | 0.00 | 281.19 | | | | 282.18 |

Mitigated Construction Off-Site

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|--------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-----|---------------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Hauling | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Vendor | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | | 0.00 |
| Worker | 0.15 | 0.14 | 1.43 | 0.00 | | | | | | | | 232.08 | | | | 232.36 |
| Total | 0.15 | 0.14 | 1.43 | 0.00 | | | | | | | | 232.08 | | | | 232.36 |

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|-------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|-----|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 9.20 | 15.52 | 79.91 | 0.11 | | | | | | | | 11,046.34 | | | | 11,059.13 |
| Unmitigated | 9.20 | 15.52 | 79.91 | 0.11 | | | | | | | | 11,046.34 | | | | 11,059.13 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

4.2 Trip Summary Information

| Land Use | Average Daily Trip Rate | | | Unmitigated | Mitigated |
|----------------------------|-------------------------|----------|----------|-------------|------------|
| | Weekday | Saturday | Sunday | Annual VMT | Annual VMT |
| Apartments Mid Rise | 1,014.86 | 1,102.64 | 934.78 | 2,807,171 | 2,807,171 |
| Recreational Swimming Pool | 487.36 | 308.88 | 395.60 | 811,030 | 811,030 |
| Total | 1,502.22 | 1,411.52 | 1,330.38 | 3,618,201 | 3,618,201 |

4.3 Trip Type Information

| Land Use | Miles | | | Trip % | | |
|----------------------------|------------|------------|-------------|------------|------------|-------------|
| | H-W or C-W | H-S or C-C | H-O or C-NW | H-W or C-W | H-S or C-C | H-O or C-NW |
| Apartments Mid Rise | 10.80 | 7.30 | 7.50 | 32.90 | 18.00 | 49.10 |
| Recreational Swimming Pool | 9.50 | 7.30 | 7.30 | 33.00 | 48.00 | 19.00 |

5.0 Energy Detail

5.1 Mitigation Measures Energy

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|------------------------|-----------|-----------|-----------|-----------|---------------|--------------|------------|----------------|---------------|-------------|-----------|-----------|-----------|-----------|-----------|-----------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| NaturalGas Mitigated | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| NaturalGas Unmitigated | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

5.2 Energy by Land Use - NaturalGas

Unmitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 6229.44 | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | 0.00 | 0.00 |
| Recreational Swimming Pool | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | 0.00 | 0.00 |
| Total | | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |

5.2 Energy by Land Use - NaturalGas

Mitigated

| | NaturalGas Use | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|----------------------------|----------------|-------------|-------------|-------------|-------------|---------------|--------------|------------|----------------|---------------|-------------|----------|---------------|-----------|-----|-------------|---------------|
| Land Use | kBTU | lb/day | | | | | | | | | | lb/day | | | | | |
| Apartments Mid Rise | 6.22944 | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |
| Parking Lot | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | 0.00 | 0.00 |
| Recreational Swimming Pool | 0 | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | | 0.00 | | | 0.00 | 0.00 |
| Total | | 0.07 | 0.57 | 0.24 | 0.00 | | | | | | | | 732.88 | | | 0.01 | 737.34 |

6.0 Area Detail

6.1 Mitigation Measures Area

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-------------|--------|------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|-----|------|-------|
| Category | lb/day | | | | | | | | | | lb/day | | | | | |
| Mitigated | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |
| Unmitigated | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |
| Total | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA | NA |

6.2 Area by SubCategory

Unmitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio-CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------|------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|----------|-----------|-----|------|-------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.51 | | | | | | | | | | | | | | | 0.00 |
| Consumer Products | 3.86 | | | | | | | | | | | | | | | 0.00 |
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 |
| Landscaping | 0.46 | 0.16 | 13.37 | 0.00 | | | | | | | | 23.16 | | | | 23.70 |
| Total | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |

6.2 Area by SubCategory

Mitigated

| | ROG | NOx | CO | SO2 | Fugitive PM10 | Exhaust PM10 | PM10 Total | Fugitive PM2.5 | Exhaust PM2.5 | PM2.5 Total | Bio- CO2 | NBio- CO2 | Total CO2 | CH4 | N2O | CO2e |
|-----------------------|--------|------|-------|------|---------------|--------------|------------|----------------|---------------|-------------|----------|-----------|-----------|-----|------|-------|
| SubCategory | lb/day | | | | | | | | | | lb/day | | | | | |
| Architectural Coating | 1.51 | | | | | | | | | | | | | | | 0.00 |
| Consumer Products | 3.86 | | | | | | | | | | | | | | | 0.00 |
| Hearth | 0.00 | 0.00 | 0.00 | 0.00 | | | | | | | 0.00 | 0.00 | | | 0.00 | 0.00 |
| Landscaping | 0.46 | 0.16 | 13.37 | 0.00 | | | | | | | | 23.16 | | | | 23.70 |
| Total | 5.83 | 0.16 | 13.37 | 0.00 | | | | | | | 0.00 | 23.16 | | | 0.00 | 23.70 |

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

Kennedy/Jenks Consultants

Engineers & Scientists

2775 North Ventura Road, Suite 100
Oxnard, California 93036
805-973-5700
FAX: 805-973-1440

27 December 2011

Mr. John Ashkar
Westwood Communities Corp.
1236 Westwood Blvd. Suite 210
Los Angeles, CA 90024

Subject: DRAFT Sewer Infrastructure Review – Island View Apartments
K/J 1189065*00

Dear Mr. Ashkar:

Westwood Communities Corp. (Westwood) is proposing to expand the future Island View Apartments development project (Project). As a result of this proposed expansion, the City of Ventura (City) has requested an evaluation of the capacity of the existing sewer infrastructure in the vicinity of the Project. In 2010, the City completed their Wastewater Master Plan which utilized a hydraulic model to identify sewer collection system improvements. This model was utilized to evaluate the impact of the Project.

1.0 - Introduction and Background

The original Project was included in the City's Wastewater Master Plan as a near-term development project (RC-72) with 72 dwelling units proposed on 3.91 acres. The expanded Project is proposed to consist of 154 units. The Project is located adjacent to the Montalvo Square Shopping Center, east of Victoria Avenue and north of Moon Drive.

2.0 - Existing Wastewater Infrastructure

The wastewater flows from the Project and connects to the City's sewer collection system at the intersection of Victoria Avenue and 8th Street. The Project includes a new sewer pipeline in 8th Street to transmit flows to the City's existing collection system. Once in Victoria Avenue, the wastewater flows south, eventually crossing under the 101 Freeway before heading west to the City's Water Reclamation Facility. The Master Plan shows that there is a section of existing sewer pipeline (Pipe ID# Q_D20_P-1821) in Victoria Avenue immediately downstream of the Project (between 8th Street and Moon Drive) that is deficient in capacity under existing conditions and is proposed to be replaced with a new 15-inch diameter pipeline. However, the model shows this existing pipeline to be 10-inch diameter. The City has recently confirmed that this pipeline is actually 12-inch diameter.

Mr. John Ashkar
Westwood Communities Corp.
27 December 2011
Page 2

3.0 - Demand Requirements

In accordance with the Master Plan's criteria of 194 gallons per day per dwelling unit for estimating wastewater flows for near-term developments, the Project will generate 20.75 gallons per minute of wastewater (or 0.046 cubic feet per second). This flow is based on 154 dwelling units as currently proposed.

4.0 - Hydraulic Model Analysis

The estimated flows for the proposed Project were included in the model that was developed for the Wastewater Master Plan, but only for 72 dwelling units. The results from this previous modeling effort were compared to the model results after the expanded Project flows were added to the system. This was done for the existing and ultimate scenarios.

Prior to including the additional flows for the expanded development in the model, existing Pipe ID# Q_D20_P-1821 was corrected to be 12-inch diameter as requested by the City. Changing this pipeline from 10-inch to 12-inch reduced the d/D ratio to 58 percent for existing flows which is similar to the other existing pipelines in Victoria Avenue.

As requested by the City, the estimated flow for the proposed WalMart complex was also added to the existing model scenario. This flow was previously included in the Wastewater Master Plan for near-term development C-428 which is located west of Victoria Avenue, across from the Montalvo Square Shopping Center.

5.0- Evaluation Criteria

The Peak Wet Weather Flow (PWWF) scenario was analyzed based on the design criteria outlined in Section 2.4 of the Wastewater Master Plan. For the basis of evaluating system deficiencies, the flow d/D ratios defining a deficient pipe were as follows per the Wastewater Master Plan:

- For pipes 15 inches and smaller, the allowable d/D was 66 percent for existing system flows and 50 percent when receiving additional flows from near-term and ultimate developments.
- For pipes greater than 15 inches, the allowable d/D was 75 percent.
- For pipes passing under a freeway, the allowable d/D was 50 percent.

In some instances, data related to the pipe size or pipe invert elevations were not known. Any assumptions made were based on available information, including data from adjacent sewers. An effort was made to identify locations where invert elevations were unknown or slopes were questioned in the presentation of the capital improvement projects later in this section of the Wastewater Master Plan.

6.0 - Findings

The model was tested under both the existing and ultimate scenarios. The ultimate scenario

Mr. John Ashkar
Westwood Communities Corp.
27 December 2011
Page 3

was adjusted to account for the increased flow from the Project. The existing scenario was tested three different times. The first test was as the scenario was originally developed, which did not include either the proposed Walmart development, or the proposed Project. The second test was the same as the first, except the flows for the proposed Walmart complex (C-428) were added to the model. The third test was the same as the second, except that the flows for the expanded Project were added to the model.

When analyzing the results for the ultimate scenario, it was determined that the additional flows from the expanded Project do not make a difference in terms of the performance of the ultimate collection system.

When analyzing the results for the existing scenario, it was determined that the additional flows from the expanded Project do have an effect on the hydraulic performance of the existing collection system. The d/D ratios under PWWF conditions for some existing pipelines downstream of the Project do increase by 1 percent. However, the d/D ratios for the existing pipelines immediately downstream of the Project (north of the 101 Freeway) are still less than 67 percent. Further downstream in the collection system (south of the 101 Freeway near Victoria Avenue), the d/D ratio for Pipe ID# P_C20_P-2227 increases to 67 percent. This pipe was previously identified in the Wastewater Master Plan for replacement in Ultimate Project# U225. Pipe ID# P_C20_P-2227 is now deficient under the existing scenario per the Wastewater Master Plan criteria due to the expanded Project.

It should be noted that the flow monitoring information recently collected was approximately 25 to 50 percent less than what was included in the model for existing average dry weather flows. The peak flows were also 30 to 40 percent less than the existing peak flows included in the model. However, it is understood that the flow monitoring information does not include existing flows from the recently abandoned Kmart shopping center (soon to be WalMart). It is also understood that this flow monitoring information was limited to a two week period near the end of September 2011. Therefore, flows originally included in the model were utilized for this evaluation.

Please let us know if you have any questions or need additional information.

Very truly yours,

KENNEDY/JENKS CONSULTANTS, INC.



Jeff Savard, P.E.
Vice President

Island View Apartments SewerFlow Calculations

PREPARED FOR:

Pacific Haritage Communities
1263 Westwood Blvd.
Suite 210
Los Angeles, Ca. 90024
310-477-3321

PREPARED BY:

DTR ENGINEERING
1695 MESA VERDE, SUITE 150
VENTURA, CA. 93003
676-1533



David J. Rose 10-24-2011
DAVID J. ROSE DATE
RCE 32127
EXP. 12-31-2012

DTR Engineering

1695 Mesa Verde Avenue, Suite 150, Ventura, CA 93003 – (805) 676-1533

E-Mail: dave.dtr@sbcglobal.net

Fax (805) 676-1966

Project ISLAND VIEW APT Job No. 3097 Page 1 of

Subject SEWER FLOW Designed DJR Date 10/24/11

Checked D-12 Date 10/24/11

165 APARTMENTS

ASSUME 2.5 PEOPLE PER APARTMENT =

$$25 \times 165 = 4125 \text{ PEOPLE}$$

0.00013 CFS/CAPITA (CITY FIGURE 7)

$$(412.5)(.00013) = 0.054 \text{ CFS} \quad \text{AVERAGE FLOW}$$

$$(3.5)(0.054) = 0.19 \text{ CFS} \quad \text{PEAK FLOW (CITY FIGURE 7)}$$

EXISTING SEWERLINE @ FLOW TEST

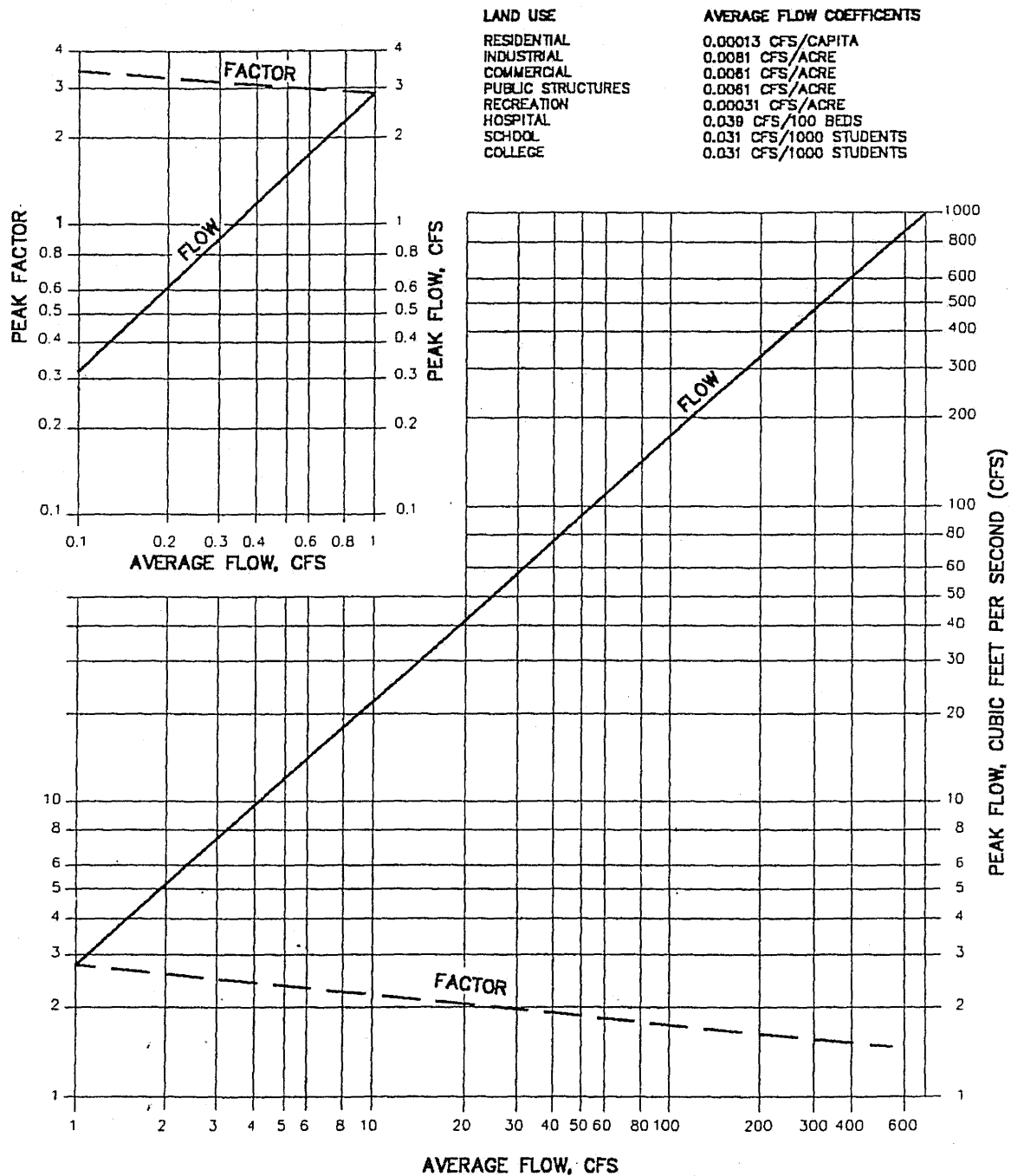
12" VCP @ 1.60%

PEAK FLOW PER STUDY = 633.155 GPM = 1.41 CFS

ADDING OUR FLOW = $0.19 + 1.41 = 1.60$ CFS TOTAL FLOW

RESULTS -

WHEN OUR PROPOSED FLOW IS ADDED TO THE MEASURED PEAK FLOW THE DEPTH OF FLOW IN THE PIPE WILL 0.45' WHICH IS LESS THAN $\frac{1}{2}$ FULL. PIPE WILL STILL MEET THE CITY'S CRITERIA.



CITY OF SAN BUENAVENTURA

COMMUNITY SERVICES DEPARTMENT
ENGINEERING DIVISION

DESIGNED BY: _____
 DRAWN BY: T. MEISNER
 CHECKED BY: B. EMAMI
 APPROVED BY: [Signature]
 SANITATION SUPT.

AVERAGE SEWER DISCHARGE COEFFICIENTS AND PEAK FLOW CHARTS

APPROVED BY: [Signature] DATE 6/13/95
 CITY ENGINEER R.C.E. 37064

FIGURE
7

SHEET
1 of 1

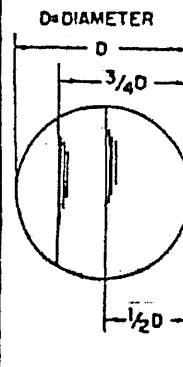
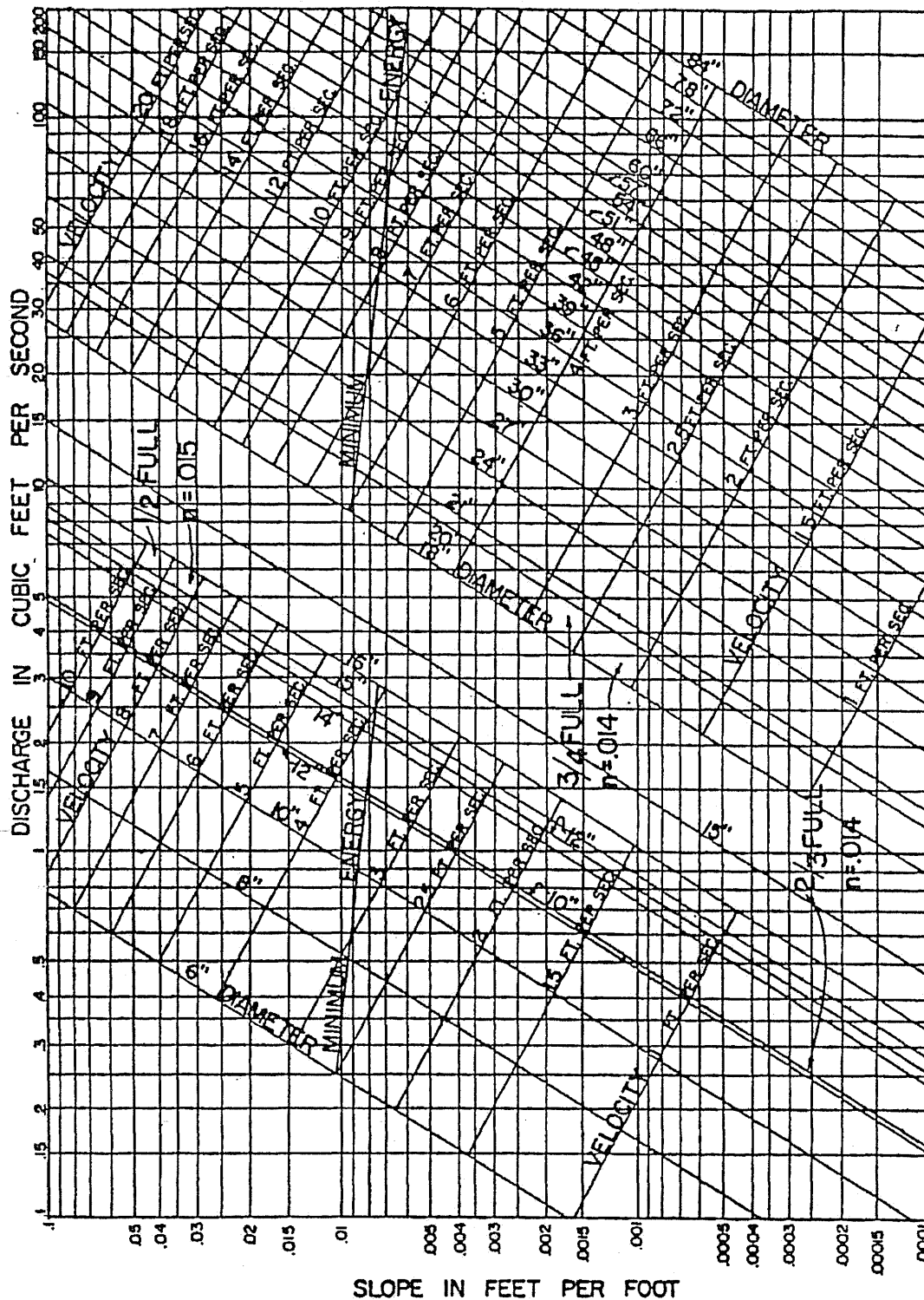


CHART IS BASED ON MANNING'S FORMULA

$$V = \frac{1.486}{n} R^{2/3} S^{1/2}$$

FOR PIPES 15" DIA. OR LESS - FLOW AT 1/2 DEPTH - n = 0.015
 FOR PIPES 18" DIA. OR GREATER - FLOW AT 3/4 DEPTH - n = 0.014
 POINTS ABOVE THE MINIMUM ENERGY LINE INDICATE FLOW BELOW CRITICAL DEPTH.

CITY OF SAN BUENAVENTURA

DEPARTMENT OF PUBLIC WORKS
 ENGINEERING DIVISION

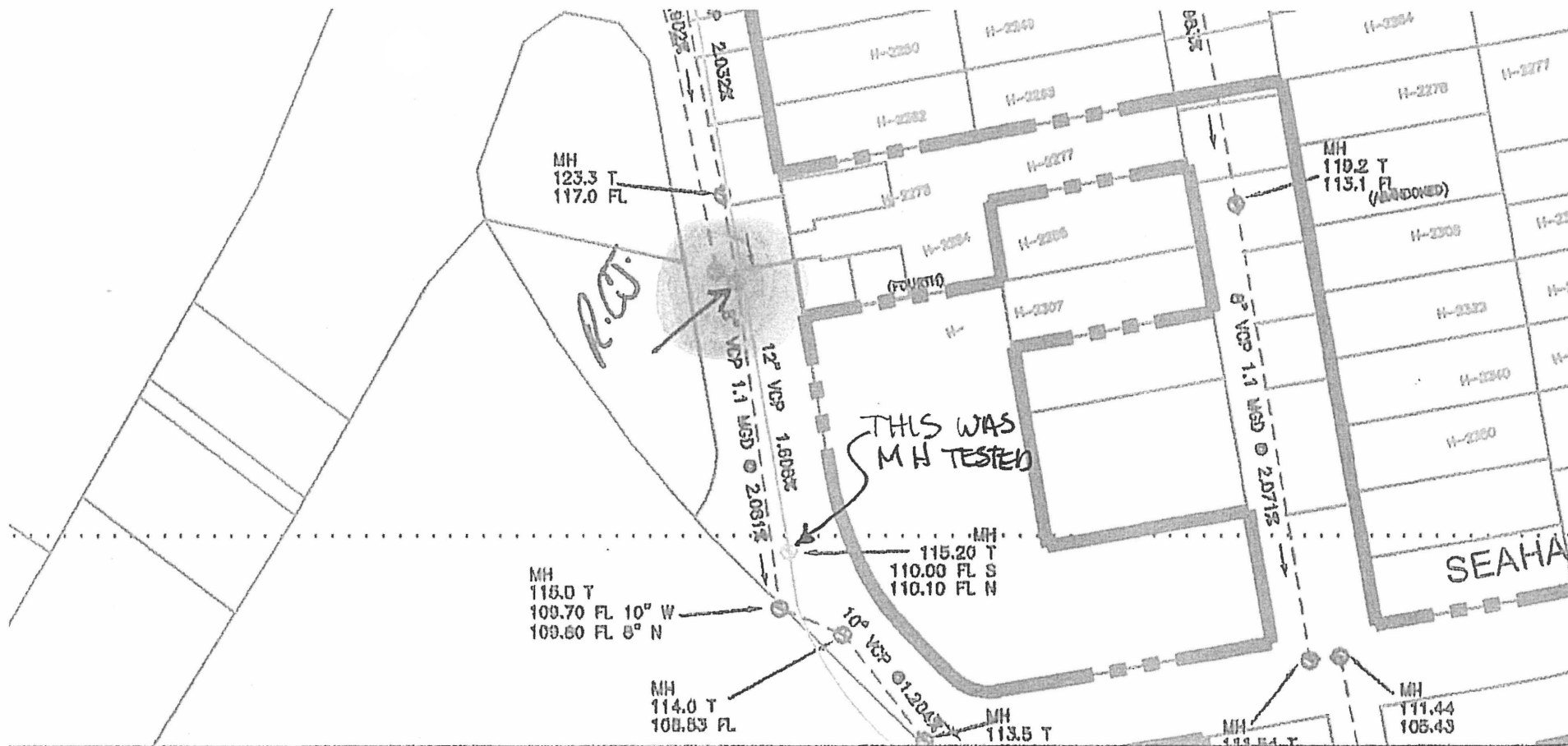
DRAWN BY T. M.
 CHECKED BY D.S.
 REC'D BY J.B.
 APPROVED BY [Signature] 3/19/91
 SANITATION SUPERINTENDENT

CHART OF DESIGN CAPACITY CIRCULAR SEWERS

FIGURE
 6

APPROVED BY [Signature] DATE 2-26-91
 CITY ENGINEER R.C.E. 23761 Exp 12-31-93

1 OF 1



Channel Report

Hydraflow Express Extension for AutoCAD® Civil 3D® 2011 by Autodesk, Inc.

Monday, Oct 24 2011

<Name>

Circular

Diameter (ft) = 1.00

Invert Elev (ft) = 110.10

Slope (%) = 1.60

N-Value = 0.015

Calculations

Compute by: Known Q

Known Q (cfs) = 1.60

Highlighted

Depth (ft) = 0.45

Q (cfs) = 1.600

Area (sqft) = 0.34

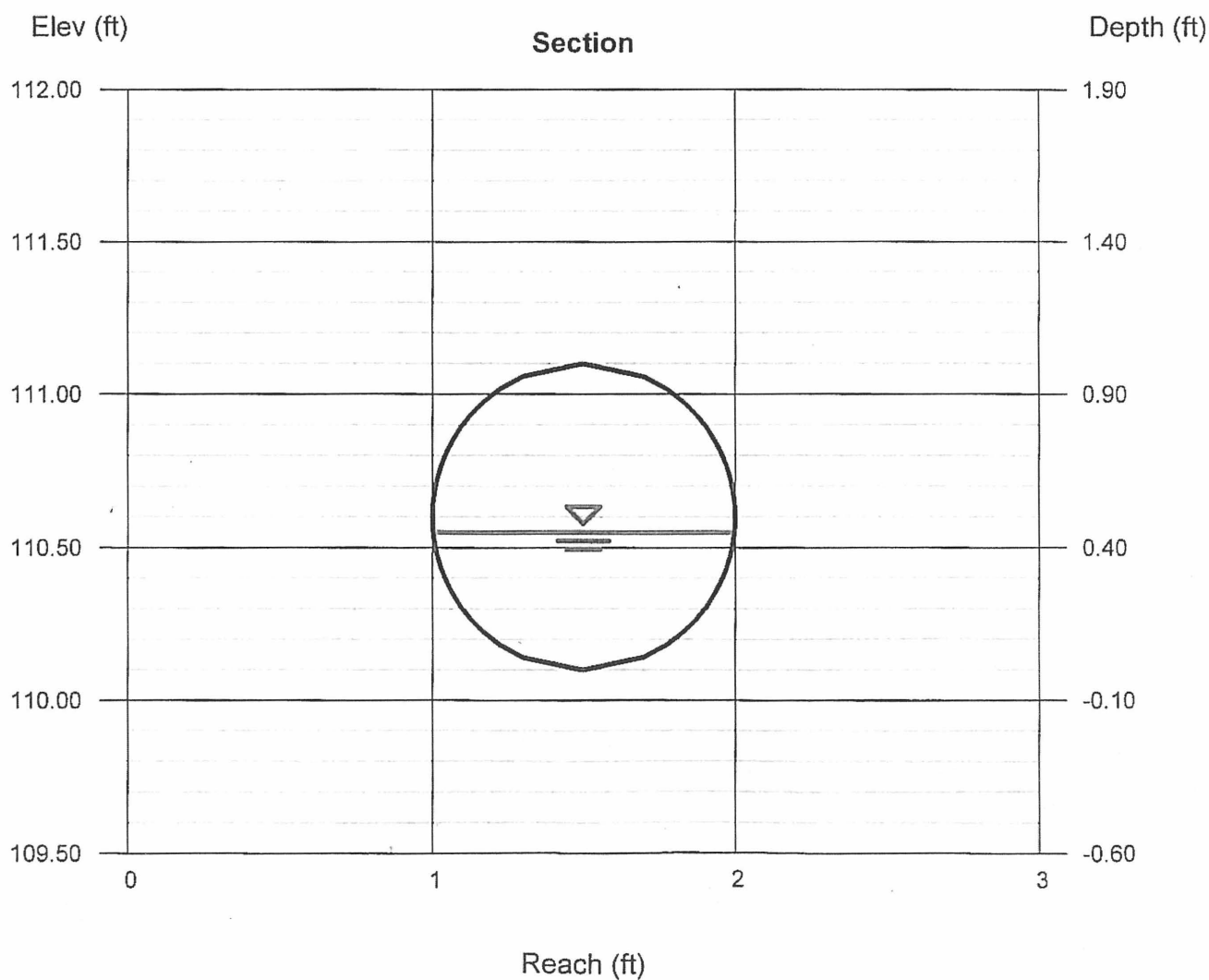
Velocity (ft/s) = 4.64

Wetted Perim (ft) = 1.47

Crit Depth, Yc (ft) = 0.54

Top Width (ft) = 1.00

EGL (ft) = 0.78



City of Ventura - Flow Study

Project: **Pacific View Apartments**

Pipe Sizes: **12" VCP @ 2350 Victoria Avenue and 21" VCP Manhole #20, Valentine Road**

Time Period: **9/20/2011 - 12:00 a.m. to 10/03/2011 - 12:00 a.m.**

Client: **Pacific Heritage Communities Corp.
1263 Westwood Blvd. Suite 210
Los Angeles, CA 90024
Tel: 310-477-3321**

Report Prepared by: **Jim McCrory, President, Gold Coast Environmental**

Project Overview:

Gold Coast Environmental is contracted with Pacific Heritage Communities Corporation. GCE performed a 14 day, two site flow study for a line size evaluation for a new proposed 167 unit Apartment Complex located near 1776 South Victoria Avenue, Ventura CA. The two locations have different size VCP lines.

The first being a 12" VCP line located at 2350 South Victoria Avenue (in front of Victoria Motel on the curve of the road). This location is in a very good working condition. There are no signs of surcharge, blockage, or excessive build up of grease or debris. The 12" VCP to concrete transition shows no signs of cracking or chipping. The slope on this location is ideal for the flow of wastewater and allows all items to flow in a nice consistent stream. This 12" VCP has a maximum level of 4.052 inches with an average of 2.517 inches.

The 21" VCP, Manhole #20, located in the yard of Stanton Marine on Valentine Road is our second location of this study. This required a confined space entry since the line size is over 15". This manhole could use a good cleaning, there are no signs of surcharge, or blockage at this location. There is a more than average build up of automotive oil and grease on the lining of the 21" VCP. Our stainless steel scissor ring had a more than normal build up of automotive oil and grease at this location. The 21" VCP to concrete transition is in good condition and shows no signs of cracking or chipping. As shown in the report for this location, the velocity is rather slow, this only states that there isn't as steep of an incline on this location compared to the 2350 South Victoria location. Therefore the level maximum is at 10.041 inches and the average is 7.325 inches. The flow in this manhole is steady and consistent and no major concerns are present.



Gold Coast Environmental

Service, Calibration, Environmental, Industrial

1111 Rancho Conejo Blvd., #401, Newbury Park, CA 91320 805.498.3811 ph. 805.498.7631 fax www.goldcoastenv.com

Manhole # 15.20 - Data Summary

Project: Ventura Heritage - City of Ventura Flow Study

Location: Ventura Road, Ventura CA

Pipe Size: 12" VCP

Time Period: 9/20/2011 - 12:00 a.m. to 9/29/2011 - 12:00 a.m.

Level - Inches

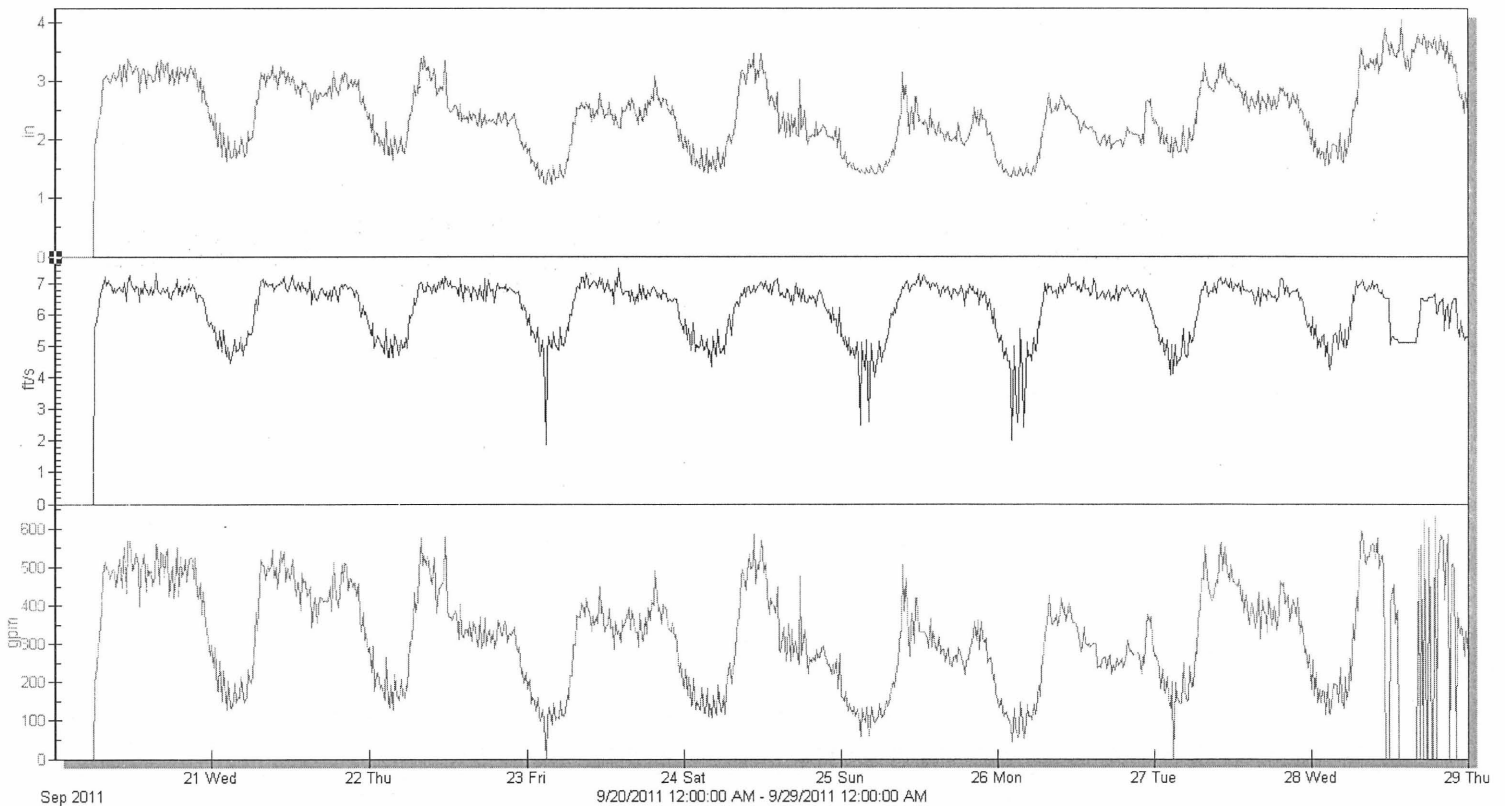
| | | |
|----------|-------|-------|
| Average: | ..... | n/a |
| Maximum: | ..... | 4.052 |
| Minimum: | ..... | n/a |
| Max d/D: | ..... | n/a |

Velocity - Feet Per Second

| | | |
|----------|-------|-------|
| Average: | ..... | n/a |
| Maximum: | ..... | 7.497 |
| Minimum: | ..... | n/a |

Flow Rate - Gallons Per Minute

| | | |
|-------------------|-------|---------|
| Average: | ..... | n/a |
| Maximum: | ..... | 633.155 |
| Minimum: | ..... | n/a |
| Max. Peak Factor: | ..... | n/a |



— Maximum Level

— Maximum Velocity

— Maximum Flow Rate

Manhole # 20 - Data Summary

Project: Ventura Heritage - City of Ventura Flow Study

Location: Valentine Road

Pipe Size: 21" VCP

Time Period: 9/20/2011 - 12:00 a.m. to 9/29/2011 - 12:00 a.m.

Level - Inches

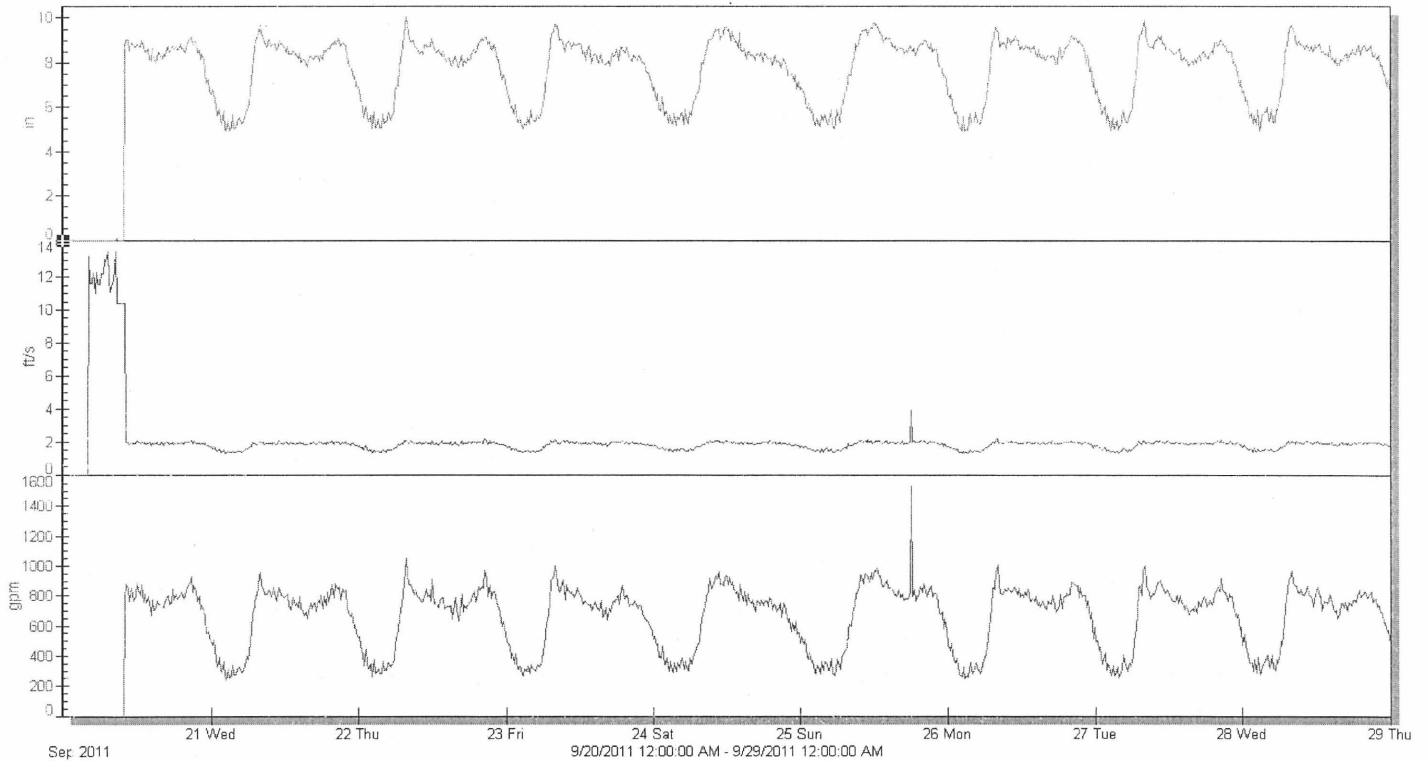
| | | |
|----------|-------|--------|
| Average: | ..... | n/a |
| Maximum: | ..... | 10.401 |
| Minimum: | ..... | n/a |
| Max d/D: | ..... | n/a |

Velocity - Feet Per Second

| | | |
|----------|-------|--------|
| Average: | ..... | n/a |
| Maximum: | ..... | 13.571 |
| Minimum: | ..... | n/a |

Flow Rate - Gallons Per Minute

| | | |
|-------------------|-------|---------|
| Average: | ..... | n/a |
| Maximum: | ..... | 1533.14 |
| Minimum: | ..... | n/a |
| Max. Peak Factor: | ..... | n/a |



— Maximum Level

— Maximum Velocity

— Maximum Flow Rate

DRAFT

RBF
CONSULTING
MEMORANDUM

To: Mr. John Ashkar, Westwood Communities Corporation **JN:** 10-108484
From: Kevin Gustorf, P.E., RBF Consulting
Sam Valdez, P.E., RBF Consulting
Date: December 22, 2011
Subject: Hydraulic Evaluation for the Island View Apartments in the City of Ventura

Introduction

The Westwood Communities Corporation (Westwood) is proposing to construct a new apartment complex in the City of San Buenaventura (City, or Ventura) referred to as the "Island View Apartments" (Project). The Project site is located at the northeast corner of 8th Street and Alameda Avenue, and will consist of a 154-unit apartment complex constructed on a 4.04-acre (ac) parcel with buildings ranging in height from two to five stories. The proposed project will have separate domestic water, fire, and irrigation systems, and is proposed to be served from the City's domestic water system, with an additional fire service connection to an existing private fire system serving the Ralphs shopping center (Montalvo Square) just north of the Project. The proposed Project is expected to generate additional water usage, which will have an impact on the City's domestic water distribution system. The purpose of this analysis is to quantify the expected addition of water demand and utilize the City's existing hydraulic model to determine if the City's existing distribution system can accommodate the proposed Project while meeting the requirements of the water system criteria established in the City's 2011 Water Master Plan (WMP).

Background

As part of the City's 2011 WMP, RBF Consulting prepared a calibrated hydraulic model for the City's domestic water distribution system. The existing water demands were allocated to the model based on the water consumption data for the calendar years 2004 and 2005. The Project parcel was vacant at the time of the preparation of the 2011 WMP and is still vacant at this time; therefore, there are currently no water demands associated with this parcel. Any new water demand introduced as part of the Project will be a direct addition to the City's existing water demands. During the initial data review process, a discrepancy was identified between the City's model/atlas map, and the Project plans for the piping in Montalvo Square. The piping

configuration in the model was subsequently updated based on the Montalvo Hill plans provided by the City.

The proposed Project will be served from the City's 330 Pressure Zone. The existing demands from the hydraulic model for the 330 Zone are as follows:

- Average Day Demand = 2,197 gpm
- Maximum Day Demand = 3,339 gpm
- Peak Hour Demand (at 7:00 AM) = 8,483 gpm

Demand Estimates

As previously stated, the parcel for the proposed Project is currently vacant and does not currently have any water usage. The expected addition of water demand for the Project will be a result of the construction of 154 new apartment units, and for the proposed irrigation system for the 27,750 square feet (SF) of irrigated area. The demand estimates for the Project were calculated using the water demand planning factors from the 2011 WMP and the total project area of 4.04 acres.

Water demand planning factors allow for the estimation of water demands for new developments based the land use type, dwelling unit (DU) density, and project site area. Water demand planning factors also account for water loss and are generally considered to be conservative. These factors, taken directly from the 2011 WMP, are listed in Table 1. It should be noted that these factors correspond to average day demand and are applied to total parcel area to calculate demand.

Table 1: Water Demand Planning Factors^[1]

| Land Use Description | Density (DU/Acre) | Demand Factor | Unit |
|-------------------------------|-------------------|---------------|----------|
| Neighborhood Low (NL) | 0 - 8 | 1.20 | gpm/acre |
| Neighborhood Medium (NM) | 9 - 20 | 2.00 | gpm/acre |
| Neighborhood High (NH) | 21 - 54 | 5.00 | gpm/acre |
| Commerce (C) | - | 1.60 | gpm/acre |
| Industry (I) | - | 1.60 | gpm/acre |
| Public and Institutional (PI) | - | 0.75 | gpm/acre |
| Parks and Open Space (POS) | - | 0.10 | gpm/acre |
| Downtown Specific Plan | 21-54 | 2.55 | gpm/acre |

[1] Source: Table III-1 from the City of San Buenaventura Water Master Plan, March 2011, prepared by RBF Consulting

With a total Project site area of 4.04 acres and a total number of dwelling units of 154, the land use density equates to 38.1 DU/acre. From Table 1, it can be seen that this project falls into the "Neighborhood High (NH)" category, with a water demand planning factor of 5.00 gallons per minute per acre (gpm/acre). Multiplying a factor of 5.00 gpm/acre by the total project site area of 4.04 acres results in a total average day demand of 20.20 gpm. This calculation is illustrated in Table 2.

**Table 2: Average Day Demand Calculation
Based on Water Demand Planning Factors**

| Area (Acres) | No. Dwelling Units | Density (DU/ac) | Land Use Type | Demand Factor (gpm/Ac) | Total Avg Day Demand (gpm) |
|--------------|--------------------|-----------------|------------------------|------------------------|----------------------------|
| 4.04 | 154 | 38.1 | Neighborhood High (NH) | 5.00 | 20.20 |

With a calculated average day demand of 20.20 gpm, water demand peaking factors were then applied to translate this value to a maximum day demand and peak hour demand, which are considered the critical operating conditions for this hydraulic analysis. Maximum day demand represents the highest demand day of the year, while the peak hour demand represents the hour of highest demand during a maximum day demand based on the demand diurnal patterns, which represent demand variations throughout the day. Based on the peaking factors from the 2011 WMP of 1.52 for maximum day demand and 3.97 for peak hour demand, demand totals of 30.70 gpm and 80.19 gpm have been calculated for maximum day and peak hour demand, respectively. It should be noted that the peak hour condition is simulated in the hydraulic model over an extended period simulation (EPS) during a maximum day, and may not match the calculated peak hour values exactly. It should also be noted that the peak demand period for the entire City system, 330 Zone, or Island View Apartments, may not correspond to the same time during the day. See Table 3 for a summary of the separate demand conditions.

Table 3: Demand Summary Based on Water Demand Planning Factors^[1]

| Demand Condition | Peaking Factor | Demand (gpm) |
|------------------|--------------------|----------------------|
| Average Day | N/A | 20.20 |
| Maximum Day | 1.52 x Average Day | 30.70 |
| Peak Hour | 3.97 x Average Day | 80.19 ^[2] |

[1] Adapted Table III-2 from the City of San Buenaventura Water Master Plan, March 2011, prepared by RBF Consulting

[2] Note: Actual demand under EPS simulation may vary slightly due to diurnal patterns.

Domestic water demand for the Island View Apartments will come as the result of usage of water fixtures, which are appliances or end devices that consume water, such as toilets, faucets, showers, dishwashers, etc. The Project is planned to have a total of 1,200 water fixtures. A detailed list of water fixtures is provided in Table 4 for informational purposes only. It should be noted that this information was not used in the calculation of the estimated Project demand for this analysis.

Table 4: Water Fixtures^[1]

| Fixture Type | Count for 154 Units | Count for Common Areas | Total Count |
|-----------------------|----------------------------|-------------------------------|--------------------|
| Water Closets | 242 | 3 | 245 |
| Lavatories | 242 | 4 | 246 |
| Tub/shower Valves | 242 | 0 | 242 |
| Kitchen Sinks/Faucets | 154 | 1 | 155 |
| Washing Machines | 154 | 0 | 154 |
| Dishwashers | 154 | 1 | 155 |
| Urinals | 0 | 1 | 1 |
| Janitor Sinks | 0 | 1 | 1 |
| Drinking Fountains | 0 | 1 | 1 |
| Totals | 1,188 | 12 | 1,200 |

[1] Source: Westwood Communities Corp. (12/9/2011)

In addition to water fixtures, water usage will also come from the proposed irrigation system. The total landscaped area for the Project is 27,750 square feet. According to L.A. Group, Inc., based on the Maximum Applied Water Allowance, the total irrigation water usage for the Project is 523,892 gallons per year, or approximately 1.0 gallons per minute (gpm). It should be noted that this irrigation demand was not added to the demands shown in Table 3 since the water demand planning factor is designed to include all water uses in a parcel for a particular classified land use type.

Fire Flow Requirements

The City's domestic water distribution system must be capable of providing the maximum day demand plus the required fire flow for the Island View Apartments. Since the Island View Apartments are planned to have a fire sprinkler system, the required fire flow is a combination of flow for the sprinkler system and flow at the adjacent hydrants.

Westwood has indicated that the total gross square footage, including enclosed garages and hallways/corridors (open and covered), for the 154 units and recreation building is 246,000 square feet, with a building construction type of Type V, one hour rated. The City of Ventura Fire Prevention Specialist/Fire Investigator has confirmed that per Appendix B of the 2010 California Fire Code (CFC), a building type V-A with 191,401 square feet or greater requires a fire flow of 8,000 gpm. With an automatic fire sprinkler system, the Fire Chief will allow a 75 percent reduction per the CFC, which results in a required fire flow at the hydrant of 2,000 gpm at 20 psi. In addition to the 2,000 gpm fire flow required at the hydrant, a demand of 500 gpm will also be required for the fire sprinkler system, for a total fire flow required of 2,500 gpm. The fire flow requirements are summarized in Table 5.

Table 5: Fire Flow Requirements

| | |
|--|--------------|
| Hydrant Flow (gpm) ^[1] | 2,000 |
| Sprinkler System Flow (gpm) ^[2] | 500 |
| Total Flow (gpm)^[3] | 2,500 |
| Duration (hours)^[1] | 4 |
| Residual Pressure (psi)^[1] | 20 |

[1] Per Appendix B of the 2010 California Fire Code

[2] Per Westwood Communities Corp. Fire Sprinkler Contractor

[3] Total flow = Hydrant Flow + Sprinkler System Flow

It should be noted that fire sprinkler system pressure requirements were not included as part of this analysis. Reported pressure results correspond to the City's system pressures upstream of any meters and/or backflow prevention devices.

Hydraulic Model Evaluation

The City's existing hydraulic model has been used for this hydraulic model evaluation, which examines the impacts to the City's system that would be caused by the additional demand from the Island View Apartments project. The City's existing system has been evaluated under maximum day demand 24-hour duration extended period simulations (EPS), which simulates a variation in demand up to the peak hour demand (PHD), and has also been evaluated under a fire flow scenario occurring over the peak hour demand. The evaluation criteria, evaluation procedure, and hydraulic model results are discussed in the following sections.

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Evaluation Criteria

The criteria used for this evaluation are per the City's 2011 WMP and are summarized herein.

Recommended Service Pressures (psi)

| | |
|-----------|-----|
| Minimum | 40 |
| Maximum | 150 |
| Fire Flow | 20 |

Notes:

1. Service pressures above 80 psi require a pressure regulator as stated in the Uniform Plumbing Code.
2. Services pressures above 150 psi require special approval and either individual pressure regulators or a regulating station on the main line.

Pipeline Velocity Criteria (fps)

| | |
|-----------------------------------|----|
| Peak Hour Demand ^[1] | 10 |
| Maximum Day Demand plus Fire Flow | 15 |
| Minimum | 1 |

[1] With a maximum friction loss of 10 ft/1,000 ft.

Water Demand Peaking Factors

| Demand Condition | Peaking Factor |
|--------------------------|--------------------|
| Maximum Day | 1.52 x Average Day |
| Peak Hour ^[1] | 3.97 x Average Day |

[1] Actual peak hour factors for individual nodes are per the assigned diurnal in the hydraulic model.

Hydraulic Model Analysis

The location of the proposed Island View Apartments is centrally-located in the 330 Zone, which serves the south-central area of the City's distribution system and spans to the east. The current water supply sources for the 330 Zone include the following:

- Golf Course Booster Pump Station (supplied by the Golf Course wells)
- Victoria and Mound Wells (indirectly) through the Bailey Reservoir
- 330 Booster Pump Station
- Petit Pressure Reducing Station (Emergency Only)
- Telegraph and Mills – Upper (Emergency Only)

Supply is taken from the 330 Zone by the following facilities:

- Mariano Booster Pump Station
- Bailey Booster Pump Station
- Main and Mills Pressure Reducing Station (Emergency Only)

Storage for the 330 Zone is provided by the Bailey Reservoir.

The Island View Apartments project includes plans to make two (2) connections in order to receive water supply: one connection to the existing 12-inch City water line in Victoria Avenue that will provide both domestic and fire water service; and one connection to the existing private fire line that serves the Montalvo Square just to the north for fire water only.

One junction (ID J2338) was added to the existing model at the southwest end of the project to simulate the domestic water service connection. This junction was assigned an elevation of 146.10 feet based on the Island View Apartments Conceptual Grading Plan, and represents the ground elevation over the centerline of the pipe. The demand variation at this node is based on the "PATN33" diurnal pattern, which is used throughout the model. This diurnal pattern is based on actual meter data from a master meter for a large residential apartment complex performed as part of the 2011 WMP. This diurnal pattern has two peaks, one occurring in the morning at 7 AM, and a second peak later in the evening at 7 PM, and is expected to be an accurate representation of demand fluctuations for the Island View Apartments. See Attachment 1 for the assigned diurnal pattern. Fire flow demand was assigned at junction J2336, which represents the Montalvo Square south service.

The City's existing hydraulic model has been used to run an EPS under maximum day demand, which includes peak hour demand, under existing conditions to establish a baseline set of system pressures and internal pipeline velocities for the 330 Zone. These baseline results have been compared to the post-development results to determine the sensitivity of the City's system to changes in demand at the location of the Island View Apartments. Subsequent EPS simulations were run under post-development maximum day demand and post-development maximum day demand plus the required fire flow of 2,500 gpm for a duration of 4 hours from 6:00 AM to 10:00 AM. The system wide peak hour demand occurs at 7:00 AM. Tables 6 and 7 include model results for elements at or immediately adjacent to the Island View Apartments as well as any elements within the 330 Zone identified as critical based on evaluation criteria. See Attachment 2 for an exhibit showing the locations and IDs of the nodes and pipes adjacent to the Project. For more detailed hydraulic model results, see Attachment 3.

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Table 6: Hydraulic Model Results - Nodes

| Node | Pressure Zone | Elev (ft) | Static Press (psi) | Ex MDD | | Ex MDD + Island View | | Ex MDD + Island View + Fire Flow | |
|-----------------------------|---------------|-----------|--------------------|--------------------|---------------|----------------------|---------------|----------------------------------|---------------|
| | | | | Min Pressure (psi) | Min Head (ft) | Min Pressure (psi) | Min Head (ft) | Min Pressure (psi) | Min Head (ft) |
| LOCAL JUNCTIONS | | | | | | | | | |
| J2332 | 330 | 171.10 | 68.8 | 63.2 | 317 | 63.0 | 317 | 56.5 | 302 |
| J2334 | 330 | 175.50 | 66.9 | 61.3 | 317 | 61.1 | 317 | 54.6 | 302 |
| J2336 | 330 | 167.50 | 70.3 | 63.5 | 314 | 63.3 | 314 | 52.3 | 288 |
| J2338 | 330 | 146.10 | 79.6 | 72.8 | 314 | 72.5 | 313 | 63.1 | 292 |
| J5251 | 330 | 177.07 | 66.2 | 60.6 | 317 | 60.5 | 317 | 54.0 | 302 |
| J5255 | 330 | 153.48 | 76.4 | 69.8 | 315 | 69.5 | 314 | 61.1 | 295 |
| J5523 | 330 | 153.35 | 76.5 | 69.8 | 314 | 69.6 | 314 | 61.0 | 294 |
| J5525 | 330 | 154.11 | 76.1 | 69.3 | 314 | 69.1 | 314 | 59.5 | 291 |
| J5529 | 330 | 140.95 | 81.8 | 74.9 | 314 | 74.7 | 313 | 65.7 | 292 |
| J5531 | 330 | 140.98 | 81.8 | 74.9 | 314 | 74.7 | 313 | 65.6 | 292 |
| 330 ZONE CRITICAL JUNCTIONS | | | | | | | | | |
| J5301 | 330 | 228.68 | 43.9 | 37.1 | 314 | 37.0 | 314 | 31.7 | 302 |
| J5303 | 330 | 241.67 | 38.2 | 31.6 | 314 | 31.4 | 314 | 26.1 | 302 |
| J5305 | 330 | 225.89 | 45.1 | 38.6 | 315 | 38.5 | 315 | 33.4 | 303 |
| J5405 | 330 | 234.16 | 41.5 | 36.3 | 318 | 36.2 | 318 | 32.1 | 308 |
| J5407 | 330 | 238.36 | 39.7 | 33.7 | 316 | 33.6 | 316 | 28.9 | 305 |

Note: Shaded cells indicate elements that did not meet the evaluation criteria.

Table 7: Hydraulic Model Results – Pipes

| ID | Diameter
(in) | Length
(ft) | Ex MDD | | Ex MDD + Island
View | | Ex MDD + Island
View + Fire Flow | |
|-------------------------|------------------|----------------|----------------------|--------------------------|-------------------------|--------------------------|-------------------------------------|--------------------------|
| | | | Max
Flow
(gpm) | Max
Velocity
(fps) | Max
Flow
(gpm) | Max
Velocity
(fps) | Max
Flow
(gpm) | Max
Velocity
(fps) |
| LOCAL PIPES | | | | | | | | |
| L6465 | 12 | 84 | 18.4 | 0.1 | 18.4 | 0.1 | 18.4 | 0.1 |
| L6469 | 12 | 108 | 485.2 | 1.4 | 519.0 | 1.5 | 1161.3 | 3.2 |
| L6774 | 12 | 142 | 18.4 | 0.1 | 18.4 | 0.1 | 18.4 | 0.1 |
| L6780 | 12 | 37 | 659.9 | 1.9 | 693.4 | 2.0 | 1703.9 | 4.8 |
| L6782 | 12 | 376 | 550.0 | 1.6 | 583.8 | 1.7 | 1613.7 | 4.6 |
| L6784 | 12 | 189 | 18.4 | 0.1 | 18.4 | 0.1 | 2518.4 | 7.1 |
| L6792 | 12 | 39 | 476.6 | 1.4 | 430.2 | 1.2 | 1202.5 | 3.4 |
| L6794 | 12 | 189 | 485.2 | 1.4 | 438.8 | 1.2 | 1198.5 | 3.4 |
| 330 ZONE CRITICAL PIPES | | | | | | | | |
| L9740 | 12 | 9 | 3829.4 | 10.9 | 3850.0 | 10.9 | 4392.8 | 12.5 |
| L9744 | 12 | 10 | 3829.4 | 10.9 | 3850.0 | 10.9 | 4392.8 | 12.5 |
| L9746 | 12 | 10 | 4647.6 | 13.2 | 4669.8 | 13.3 | 5293.4 | 15.0 |
| L9748 | 12 | 10 | 5118.6 | 14.5 | 5148.5 | 14.6 | 5941.5 | 16.9 |
| L9964 | 6 | 7 | 1029.6 | 11.7 | 1029.5 | 11.7 | 1028.2 | 11.7 |
| L9966 | 6 | 13 | 1029.6 | 11.7 | 1029.5 | 11.7 | 1028.2 | 11.7 |

Note: Shaded cells indicate elements that did not meet the evaluation criteria.

Based on the hydraulic model results, no pressure deficiencies were identified within the immediate Project area under any of the evaluated scenarios. Pressures below the minimum criteria were identified at a group of five junctions (model IDs J5301, J5303, J5305, J5405, and J5407) located at the north-central area of the 330 Zone at the pressure zone boundary near the intersection of Telephone Road and Johnson Drive, although the addition of the Project demands did not create any new pressure deficiencies. These junctions are located at relatively high elevations for the 330 Zone, which is evident from their static pressures that range from approximately 38 to 45 psi. These junctions were identified as already being deficient under existing conditions. Under the fire flow scenario, pressures for these junctions remained above the required 20 psi. Overall, the additional demand did not have a significant impact on 330 Zone pressures, with an effect of decreasing pressures at most 0.3 psi during maximum day demand and approximately 11 psi during fire flow conditions.

Based on the hydraulic model results, no pipeline internal velocity deficiencies within the immediate Project area were identified under any of the evaluated scenarios, with a maximum velocity of approximately 7 feet per second under fire flow conditions. The 330 Zone has a

strong 12-inch backbone system that conveys water to the Project area. The only pipelines found to exceed the velocity criteria were pipes located on the Bailey Pump Station (model IDs L9740, L9744, L9746, and L9748) and Mariano Pump Station (model IDs L9964 and L9966) suction pipelines, although these pipes were already identified as deficient under existing conditions. Overall the additional demand had little impact on velocities and did not create any new deficiencies.

Known Hydraulic Issues in the 330 Zone

The hydraulic calculations and analyses performed as part of the 2011 WMP revealed several hydraulic deficiencies associated with the 330 Zone. These deficiencies, taken directly from the 2011 WMP, are listed as follows:

- Per Table VII-4, the 330 Zone is identified as having a significant existing deficiency in storage capacity of 4.11 MG, although there is mention of developing two (2) additional groundwater wells with back-up power to mitigate this storage deficiency.
 - Reservoir storage is composed of regulatory and emergency storage. Regulatory storage is a percentage of the maximum day demand. Due to the addition of demands for the Island View Apartments, there will be a nominal increase in the required regulatory storage, which will nominally increase the 330 Zone's storage deficiency.
- Per Exhibit X-1, there are a few locations where deficient pipelines were identified. These pipelines were not identified as deficient as part of this analysis.
- Per Exhibit XI-1, there is a low pressure area identified in the 330 Zone at the zone boundary between the 330 and 430 Zones along Telephone Road, although there were no recommended improvements for this area due to lack of severity. These areas do become slightly more deficient (by about 0.2 psi) due to the additional demands of the Project.
- Per Exhibit XII-1, there are several fire flow deficient locations within the 330 Zone. These issues were planned to be addressed by implementing the small diameter pipeline replacement program and implementing pipe looping projects. The Project is not expected to have a significant impact on fire flow availability to other areas of the 330 Zone.

Additional Hydraulic Considerations

This hydraulic evaluation examines the impacts of the Island View Apartments specifically on the City's domestic water distribution system; however, the on-site system (anything including or downstream of the meter and/or backflow prevention device) has been specifically excluded

from this evaluation. It should be understood that the pressures reported in this analysis be taken as the pressure in the City's system at ground elevation. Additional headlosses through backflow prevention devices (typically around 10 pounds per square inch (psi), although this value will vary based on the make, size, and flow of the backflow preventer) and on-site piping must be taken into account by others. The water pressure will also decrease for each building story at an amount of roughly 5.2 psi per story (assuming 12 feet per floor). For example, a five-story building is expected to have a pressure at the top of the building roughly 26 psi less than at the floor of the building. RBF Consulting does not assume responsibility for any private on-site piping.

Conclusion and Recommendations

The proposed Island View Apartments project consists of 154 apartment units and 27,750 square feet of irrigated area, which is expected to produce an average day demand of 20.20 gpm, maximum day demand of 30.70 gpm, and peak hour demand of 80.19 gpm. This demand represents approximately 0.9 percent of the current demand in the 330 Zone and less than 0.2 percent of the system-wide demand. This project will also require a fire flow of 500 gpm for the sprinkler system and 2,000 gpm at the hydrant for a total fire flow of 2,500 gpm.

Hydraulic model results indicated that the City's existing domestic water distribution system has available capacity to support the increased water demand of the Island View Apartments and is able to meet the required fire flow without introducing any new pressure or pipeline velocity deficiencies. There are a few locations within the 330 Zone where the minimum criteria could not be met; however, those deficiencies existed prior to the proposed Island View Apartments, and did not become exceedingly deficient due to the additional demands.

The hydraulic model results for the 330 Zone as a result of the addition of the proposed Island View Apartments project are as follows:

- Local pressures will decrease approximately 0.3 psi during maximum day demand, with all local pressures remaining above 60 psi.
- Under maximum day demand plus fire flow conditions, local pressures decrease at most by approximately 11 psi, with all local pressures remaining above 52 psi.
- The deficient pressures in the 330 Zone will become slightly more deficient by approximately 0.2 psi under maximum day demand.
- Pipeline velocities are virtually unchanged under maximum day demand conditions.
- Local pipeline velocities remain under 8 feet per second under fire flow conditions.
- 330 Zone pipeline velocities remain under 17 feet per second under fire flow conditions.

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- The existing storage deficiency in the 330 Zone will become slightly more deficient due to the increase in the required regulatory storage

Attachments:

Attachment 1: Diurnal Curve

Attachment 2: Hydraulic Model Pipe and Node IDs

Attachment 3: Hydraulic Model Results

Attachment 4: Island View Apartments Improvement Plan

cc: Susan Rungren, P.E., City of Ventura
File