May 1, 2017

City of Ventura
Jeffrey Lambert
PO Box 99 Room 133
Ventura, CA 93002

RE: City of Ventura Auto Center Specific Plan Amendment
SCH # 2017041009
GTS# 07-VEN-2017-00057
P.M. VEN-101-R24.064

Dear Mr. Lambert:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the proposed mitigated negative declaration of City of Ventura Auto Center Specific Plan Amendment. The approved project now has incorporated 10 amendments including modifications to the sign program and parcel additions and removals. There are currently 10 automobile dealerships in the Ventura Auto Center, six of which front Leland Street/Auto Drive.

Based on the information received, the nearest State facility to the proposed project is the U-101 freeway. Caltrans does not expect project approval to result in a direct adverse impact to the State facility.

Please note that any work performed within State right of way will require an encroachment permit from Caltrans. In addition, please be reminded that transportation of heavy construction equipment materials, or other special equipment, which require the use of oversized-transport vehicles on State highways will require a Caltrans transportation permit. Caltrans recommends that large size truck trips be limited to off-peak commute hours.

If you have any questions please feel free to contact Melanie Bradford, the project coordinator at (213) 897-9446 and refer to GTS# 07-VEN-2017-00057.

Sincerely,

DIANNA WATSON
LD-IGR Branch Chief

cc: Scott Morgan, State Clearinghouse
May 3, 2017

City of Ventura
Community Development Department
501 Poli St
Ventura, CA 93001

Re: Ventura, Auto Center PROJ-9801

We have received the notification of the proposed remodeling plan. The main area of concern we have is the proposed freeway sign. This sign will be built approximately 200 feet from our property. We're concerned that it will adversely affect the aesthetics of our property. We are a manufacturer of Ultra High Purity products sold into the Semiconductor industry around the world. Often times, we have customers and suppliers visit our factory to conduct business. We are a world-renowned brand and having a sign as planned right outside our business will present our company (and Ventura for that matter) in a negative light.

Another concern is about the brightness of the sign. The sign will placed directly at an S-curve in the road. We have employees who start work at 5:00 a.m. Will the sign cause a distraction or be too bright for drivers as they approach this curve?

A final concern for us also is the amount of graffiti that this sign will attract. I personally have reported to the graffiti hotline multiple times on graffiti found in the area. I have also had to have graffiti painted over on the trees on our property. It seems that a large sign like the proposed sign will make itself a very large target for graffiti.

Please feel free to contact me with any questions or concerns at (805) 298-1221.

Regards,

Scott Schneider
Manager of Facilities/EH&S
RESPONSES to COMMENTS on the DRAFT IS-MND

This section includes the comments received during circulation of the Draft Initial Study and Mitigated Negative Declaration (IS-MND) for the Auto Center Specific Plan Amendment and responses to those comments. Corrections or additional text discussed in the responses to comments are also shown in the text of the Final IS-MND in strikethrough (for deleted text) and underline (for added text) format. (Additional minor clarifications and corrections to typographical errors not based on responses to comments may also be shown in strikeout/underline format in the Final IS-MND. None of these changes introduce significant new information or affect the conclusions of the IS-MND.)

The IS-MND was circulated for a 30-day public review period that began on April 5, 2017 and concluded on May 4, 2017. The City received two comment letters on the Draft IS-MND. Each commenter and the page number on which each commenter's letter appears are listed below.

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<td>Scott Schneider, Manager of Facilities/EH&amp;S, Valex Corp.</td>
<td>3</td>
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</tbody>
</table>

The comment letters and responses follow. Each comment letter has been numbered sequentially and each separate issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response 1.1, for example, indicates that the response is for the first issue raised in comment Letter 1).
Response to Comment Letter 1
Dianna Watson, LD-IGR Branch Chief, Department of Transportation District 7 – Office of Transportation Planning
May 1, 2017

1-1 This comment is noted and does not pertain to the Initial Study analysis or conclusions.

1-2 This comment is noted. The applicant will be notified of Caltrans requirements and recommendations.
Response to Comment Letter 2
Scott Schneider, Manager of Facilities/EH&S, Valex Corp.
September 27, 2016

2-1 The commenter states concerns about aesthetics of the proposed freeway sign. The comment is general in nature and does not raise a specific concern about the Initial Study analysis or conclusions. The comment will be included as a part of the record and made available to the decision makers prior to a final decision on the proposed project.

2-2 The commenter states a concern that the brightness of the freeway sign may pose as a distraction or hazard for drivers on Leland Street. The Initial Study states that light and/or glare poses a potentially significant impact. Mitigation Measure AES-1 includes requirements to regulate and control brightness and prevent light spill. Mitigation measure AES-2 requires the City to approve the brightness level of the sign once operational. This comment does not challenge or propose revisions to MM AES-1 or AES-2 and offers no additional project-specific mitigation measures.

2-3 The commenter suggests that the freeway sign has the potential to attract graffiti, but provides no specific evidence to support this contention. Nevertheless, the comment will be included as a part of the record and made available to the decision makers prior to a final decision on the proposed project. It should be noted that the freeway sign design would include landscaping and possibly security fencing. These design features would be reviewed by the City of Ventura Design Review Committee for approval.
NOTICE OF INTENT
TO ADOPT A MITIGATED NEGATIVE DECLARATION
CITY OF SAN BUENAVENTURA, CALIFORNIA

The City of Ventura has prepared an Initial Study (IS) to evaluate the environmental impacts of the project identified below, as required by the California Environmental Quality Act (CEQA):

A. Project Description for Case #EIR-8-16-36293: PROJ-9801 consists of amendments to the Auto Center Specific Plan. In summary, the proposed amendments would add 7.5 acres of land to the Auto Center Specific Plan area; revise the sign regulations, allowing additional signage locations and a multiple-user, electronic reader-board sign; and revise the land use plan to prohibit used vehicle sales as a primary use.

B. Proposed finding. In accordance with the California Environmental Quality Act (CEQA) (Public Resource Code Section 21000 et seq.), and consistent with State CEQA Guidelines (California Code of Regulations) Section 15070, and following the completion of an Initial Study (IS), the Planning Division of the City of Ventura has determined that there is no substantial evidence that the proposed project would have a significant adverse 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 65982.5 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. A 30 day public review and comment period of the draft begins on April 5, 2017 and ends on May 4, 2017. To view the draft document, please visit the city’s website at www.cityofventura.net/cd/planning/EIRs. Alternatively, the draft and referenced documents are available for review between 9:00 a.m. to 5:00 p.m., Monday through Thursday 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 for June 14, 2017 at 6:00 pm in the City Council Chambers at City Hall located at 501 Poli Street, Ventura, CA 93001. 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 Jeffrey Lambert, AICP at (805) 677-3921. 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 jlambert@ci.ventura.ca.us.

3/30/17
Date

Jeffrey Lambert, AICP
Community Development Director
Auto Center Specific Plan Amendments

Final
Initial Study – Mitigated Negative Declaration

Prepared by:

City of Ventura
501 Poli Street
Jeffrey Lambert, AICP
805-658-4723

Prepared with the assistance of:

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

July 2017

SCH#: 2017041009
This report is printed on 50% recycled paper.
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INITIAL STUDY

1. Project Title:
Ventura Auto Center Specific Plan Amendment
SCH#: 2017041009
PROJ-9801
SPA-9-15-30577
GPA-8-16-36291
DRC-8-16-36292
EIR-8-16-36293

2. Lead Agency Name and Address:
City of Ventura
Community Development Department
501 Poli Street
Ventura, CA 93001

3. Contact Person and Phone Number:
Jeffrey Lambert, AICP
Community Development Director
City of Ventura
805-658-4723

4. Project Location:
The existing Ventura Auto Center Specific Plan area (Specific Plan area) consists of 18 parcels totaling approximately 61 net acres located southeast of the Ventura Freeway (U.S. 101), in the southern portion of the city of Ventura (see Figure 1 and Figure 2). It is bounded on the north by Leland Street/Auto Center Drive, the Southern Pacific Railroad, and U.S. 101; on the east by the Players Casino, the Patio Restaurant, Barber RV, and Coast Self Storage; a range of industrial and commercial uses to the west; and on the south by vacant land. The Santa Clara River is further to the east and the south, and portions of the Specific Plan area are in a 100-year floodplain as mapped by the Federal Emergency Management Agency (FEMA).

The proposed Specific Plan area (see Figure 3 and Figure 4) would reflect the addition of the following: 1) an approximately 2-acre portion of a 5.92-acre parcel (APN 138-0-230-760) along the eastern edge of the Specific Plan area; 2) 3.7 acres that include a five-foot strip of land adjacent to and north of Leland Street/Auto Center Drive, between the Chevrolet dealership to the west and Johnson Drive to the east, plus the northern half of the street that is currently outside of the Specific Plan area; and 3) 1.8 acres that include 574 linear feet of Perkin Avenue to Olivas Park Drive and the southern half of King Drive that is currently outside of the Specific Plan area.

This proposed Specific Plan area is approximately 68.5 acres.
5. **Project Sponsor’s Name and Address:**

Hofer Properties, LLC  
6800 Auto Center Drive  
Ventura, CA 93003

6. **General Plan Designation:**

Auto Center Specific Plan Designation and Commerce Land Use Designation

7. **Zoning:**

All parcels in the Specific Plan are zoned Commercial Planned Development (CPD).

8. **Description of Project:**

The Ventura Auto Center Specific Plan area was originally adopted in 1987 to dedicate a region that would be strictly for Automobile sales uses. Since the original approval of the Auto Center Specific Plan, there have been 10 amendments, including modifications to the sign program and parcel additions and removals. There are currently 10 automobile dealerships in the Ventura Auto Center, six of which front Leland Street/Auto Center Drive.

The proposed amendments to the Ventura Auto Center Specific Plan include:

1. Adding approximately 7.5 acres of land to the Auto Center Specific Plan area, including the following:
   a. Approximately two acres along the eastern edge of the Specific Plan area, south of Auto Center Drive, north of King Street, and east of Perkin Avenue. This area is a portion of a 5.92-acre parcel (APN 138-0-230-760) and is currently used as a parking lot for the adjacent Honda dealership, and has been since approximately 2003. The applicant is not proposing to subdivide the property or adjust the lot lines, nor is any development proposed. The added area’s use would be restricted to automobile dealerships with allowed incidental uses per the Specific Plan. The remaining 4.06-acre portion of this parcel is not part of the project and its zoning designation would remain CPD.
   b. Approximately 0.8 miles of County-owned land north of the existing Leland Street/Auto Center Drive between the western boundary of APN 138-0-230-710 and Johnson Drive, would contribute to a total of 0.5 acres of new, paved, public right-of-way. The acquisition of this land would facilitate the widening of Auto Center Drive, as described in item number 3 of the project description below. In addition to the 5 feet of new right-of-way, the northern half of the Leland Street/Auto Center Drive that is currently outside of the Specific Plan area would be added to the Specific Plan area.
   c. Approximately 574 linear feet of Perkin Avenue between the existing southern terminus of the Specific Plan area to Olivas Park Drive and the southern half of King Drive that is currently outside of the Specific Plan area would add approximately 1.8 acres of public right-of-way.
2. Amendments to the existing sign regulations, including allowing additional signage locations and a multiple-user, electronic, reader-board sign. The proposed signs are described as follows:

a. **New multiple-user electronic reader-board sign (freeway sign):** The proposed freeway sign would be approximately 82 feet tall, with an illuminated screen area approximately 20 feet high and 60 feet wide. The sign would be located in an unimproved part of Leland Drive at the northwest portion of the Specific Plan area between the railroad tracks to the north and the improved portion of Leland Drive to the south.

b. **New totem signs:** Automobile Manufacturer identification signs would be installed on the north side of Leland Street/Auto Center Drive in a future parkway in a future easement to be obtained from the County of Ventura directly across from each dealership fronting Leland Street/Auto Center Drive. Given the current number of parcels fronting the street, a maximum of seven totem signs could be installed along the 0.8-mile length of the street. Each sign would be spaced a minimum of 100 feet apart. The proposed signs would be 10 feet high and two feet, four inches wide.

c. **Modification of the existing auto center north entry sign at Auto Center Drive:** The existing 65 feet high by 20 feet wide sign located in the median of Perkin Avenue at Auto Center Drive would be modified to add an internally illuminated, color-changing column on the north side of the sign. The column would add approximately 7 feet and 1 inch to the height and 9 feet 5 inches to the width, for a new sign height of approximately 72 feet.

d. **Replacement of two triangular monument smaller North Entry Signs:** The signs at the southwest and southeast corners of the Auto Center Drive and Perkin Avenue intersection on private property with two new, rectangular 10 feet wide by 6 feet 6 inch high monument signs.

e. **New auto center South Entry Sign at Olivas Park Drive:** An additional auto center entry sign in the median of Perkin Avenue adjacent to the intersection of Perkin Avenue and Olivas Park Drive would provide directional cues for vehicles traveling on the future Olivas Park Drive extension, which is not part of the proposed project. (That extension was assessed in the Environmental Impact Report for the General Plan Amendment, Specific Plan Amendment, Zone Change, Pre-Zone, and Annexation for the Olivas Park Drive Extension and levee/floodwall, State Clearinghouse No. 1995081004.) The proposed sign would be approximately 20 feet tall and 12 feet wide with internally illuminated pan channel lettering, two internally illuminated graphic panels, and an internally illuminated color-changing column.

f. **New monument smaller South Entry Signs:** Two new rectangular 10 feet wide by 6 feet 6 inches high monument signs will be added on the northwest and northeast corners of the future Olivas Park Drive and Perkin Avenue intersection.

g. The decision making authority for all signs, with the exception of the freeway sign, directional sign, and regulatory signs, would change from the Design Review Committee to the Community Development Director through a Director’s Permit.

Existing pylon dealer identification signs would remain.
3. Amendments to the Land Use Plan involve:
   a. Added language requiring Community Development Director approval for deviations from land use regulations;
   b. Deletion of Section 4.2.1.A.b. prohibiting testing shops as an incidental use to a new vehicle dealership;
   c. Revised Section 4.2.1.A.1.h. restricting used vehicle sales to those of like kind and quality to the permitted dealership, less than five years old, in good operating condition;
   d. Deletion of Section 4.2.1.B.1a-I, Uses Permitted Subject to an Approved Use Permit. Used vehicle dealerships and incidental uses would no longer be allowed; and
   e. Revised Section 4.2.4.B, adding that lighting shall be shielded.

4. Amendments to the Circulation Plan involve:
   a. Widening the Leland Street/Auto Center Drive right-of-way by five feet on the north side of the street between Johnson Drive to the east and the boundary of the Specific Plan area to the west, and the construction of a six-foot retaining wall. The applicant would obtain an easement from the County of Ventura prior to road widening.
   b. Undergrounding of all overhead utility lines on the north side of Leland Street/Auto Center Drive, in the proposed easement. The existing overhead utility lines are located on the northern side of Leland Street/Auto Center Drive and must be undergrounded for the street to be widened.
   c. Adding language discouraging parking on Leland Street/Auto Center Drive.

9. Surrounding Land Uses and Setting:

The Specific Plan area is bounded on the north by Leland Street/Auto Center Drive, the Southern Pacific Railroad, and U.S. 101, on the east by a self-storage facility, industrial and commercial uses to the west, and on the south by vacant land (See Figure 5 and Figure 6 for site photos). The City of Ventura’s sewage treatment facility is located to the southeast. Property located westerly of the Specific Plan is existing industrial development. Buenaventura Golf Course is located to the southwest of the Specific Plan area. Currently permitted uses are restricted to the sale of new vehicles with incidental uses including repair, maintenance and servicing of automobiles, vehicle storage and body shops. The sale of used vehicles is permitted with approval of a Use Permit.

10. Public Agencies Whose Approval is Required:

The City of Ventura is the lead agency for the project and would have primary responsibility for approving the proposed Specific Plan amendment.

The applicant would also need to obtain an Outdoor Advertising Permit from the California Department of Transportation for the proposed freeway sign and an easement from the Ventura County Watershed Protection District to widen Leland Street/Auto Center Drive because the road widening would encroach into an embankment for the Moon Ditch.
Figure 1 Regional Location
Figure 2 Existing Auto Center Specific Plan Boundary
Figure 3 Proposed Auto Center Specific Plan Boundary
Figure 4 Existing and Proposed Auto Center Specific Plan Areas
Figure 5 Site Photos

Photo 1: Auto Center from southbound Highway 101

Photo 2: Auto Center and Highway 101 from southbound Highway 101
Figure 6 Site Photos

Leland Street/Auto Center Drive at Hofer Street

View of Auto Center signs from northbound Highway 101
ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions
- Hazards & Hazardous Materials
- Hydrology/Water Quality
- Land Use/Planning
- Mineral Resources
- Noise
- Population/Housing
- Public Services
- Recreation
- Transportation/Traffic
- Tribal Cultural Resources
- Utilities/Service Systems

Mandatory Findings of Significance
DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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

Signature

Date 3-29-17

City of Ventura

PC - 38
ENVIRONMENTAL CHECKLIST

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<th>Potentially Significant Unless Mitigation Incorporated</th>
<th>Less than Significant Impact</th>
<th>No Impact</th>
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I. AESTHETICS

-- Would the project:

a) Have a substantial adverse effect on a scenic vista? □ ☐ ■ ☐

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway? □ ☐ ■ ☐

c) Substantially degrade the existing visual character or quality of the site and its surroundings? □ ☐ ■ ☐

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? □ ■ ☐ ☐

Existing Setting

The Auto Center Specific Plan area is located north of the U.S. 101.

Currently, permitted uses are restricted to the sale of new and used vehicles with incidental uses including repair, maintenance and servicing of automobiles, vehicle storage, and body shops. The Specific Plan area is developed with single-story buildings built from 1971 to 2005, housing nine new automobile dealerships, and one rental car and used car sales establishment (Hertz). The total built area per business ranges from 11,791 square feet to 34,817 square feet with large asphalt parking areas. Over 80 percent of each dealership area is paved and used for vehicle parking. Landscaping consists primarily of palm trees, strips of lawn, and low shrubs.

The adopted Auto Center Specific Plan allows the following sign types:

1. An entry sign identifies the Ventura Auto Center. The permissible size of the sign is 95 feet tall by 34 feet wide with an approximate 23-foot high by 34-foot wide electronic display. While this sign is currently allowed, to date, it has not been built. The existing entry sign is 65 feet high and 20 feet wide, and is located at the intersection of Auto Center Drive and Perkin Avenue. The entry sign is flanked by two monument signs on the southeast and southwest corners of the intersection.

2. Signs identify each auto dealership fronting Leland Street/Auto Center Drive. They are 45 feet high and 16 feet wide with internally illuminated logos.

3. Directional signs serve to guide motorists or pedestrians in, around, and out of different functional areas of the site.
4. Regulatory signs set the rules for travel and parking in the Auto Center. Included in this category are speed limit signs, signs controlling turning and lane usage, signs controlling parking, and other similar signs.

5. Construction identification signs signify buildings that are under construction.

An existing entry sign of approximately 65 feet high and 12 feet wide is located at the intersection of Auto Center Drive and Perkin Avenue as well as existing illuminated auto dealer identification signs located along Leland Street/Auto Center Drive at each dealership location. There is also temporary signage such as dealership pole banners, inflatable characters, and flags with lettering. Dealerships also employ the use of balloons, tents, and lights for advertising purposes. Wall mounted and pole top lights illuminate the area. These signs, advertising displays, and lights, along with development associated with automobile sales and automobile repair, are visible from U.S. 101.

The portion of the freeway adjacent to the Auto Center is elevated approximately 48 feet above the existing grade of the Auto Center area. At this elevation, the Auto Center structures, signage, and vehicle parking lots are visible to those traveling south on U.S. 101. Northbound travelers can see the entry sign and dealer identification signs, but views of structures and parking lots are partially obscured.

Existing development, mature trees, and the elevated freeway block views of the Auto Center from the nearest residential areas, located approximately 1,100 feet to the northeast (shown as Residence #1 in Figure 7. Approximately 3,100 feet to the north, the elevation (Residence #3 in Figure 7) increases to 146 feet, 64 higher than the existing elevation at the Auto Center. Auto Center development and the entry sign are visible from Residence #3 because the elevation is higher than the Auto Center elevation.

**Discussion of Checklist Answers**

a) Policy 4D and Action 4.36 of the General Plan call for respecting and preserving community views and their natural context along 19 roadways in the city, including U.S. 101. No scenic vistas are present in or around the Specific Plan area. Views of the Specific Plan area from U.S. 101 and from other vantage points consist of the Auto Center and urban development in Ventura, with views of Oxnard in the distance (Figure 3). The Specific Plan area is developed with automobile dealerships and associated services. The surrounding area is bisected by U.S. 101 and is developed with a mix of commercial and industrial uses. As such, it includes no scenic vistas. Thus, there are no community views with natural contexts to be preserved in the Specific Plan area.

The undergrounding of the overhead utilities along Leland Street/Auto Center Drive would enhance the visual quality of the area by removing utility poles and power lines that are visible from U.S. 101. The proposed replacement sign in the median of Perkin Avenue at Auto Center Drive would not be significantly different than the existing sign. One difference is that it would be internally illuminated, color changing column on the north side of the sign. It would also be larger. The column would add approximately 7 feet and 1 inch to the height and 9 feet 5 inches to the width. These changes would be visible from U.S. 101, yet they would not result blocked views of any scenic resources in the distance, such as Santa Monica Mountains when driving southbound or the far view of the ocean driving northbound.
Figure 7 Cross Section from Freeway Sign to Residential Area
The new 20-foot high entry sign to be located in the median of Perkin Avenue at Olivas Park Drive would be visible from local streets, but would not be visible from U.S. 101 due to the distance (approximately 0.4 miles) and structures separating the sign from U.S. 101. It would therefore not impact any scenic vistas. The addition of up to seven totem signs for the dealerships along Leland Street/Auto Center Drive would be visible from local streets. Any views of the 10-foot high totem signs from U.S. 101 would be negligible because they would be located on the north side of Leland Street/Auto Center Drive and screened from view by the drop in slope elevation and their location adjacent to a 6-foot high retaining wall.

Expansion of the Specific Plan to include approximately two acres of zoned CPD area would not result in increased potential development of the site because inclusion in the Specific Plan would restrict the uses allowed to a possible new automobile dealer with other auto related incidental uses including: repair and maintenance facilities, diagnostic facilities, automotive rentals, body, paint and restoration shops. This expansion does not increase the property’s development potential. The area to be included is currently a paved parking lot and is used as a parking lot and has been used as a parking lot since 2003, according to aerial imagery. The inclusion of land to expand 0.8 miles of Leland Street/Auto Center Drive in the Specific Plan would not result in a change of use from public right-of-way, but it would create additional business signage.

Figure 9 through Figure 12 show photosimulations of the proposed freeway sign. The existing grade at the Auto Center is 48 feet lower than the elevation of U.S. 101. The top and bottom of the electronic screen of the proposed 82-foot freeway sign would be 34 feet and 7.5 feet above the elevation of the freeway, respectively. There are currently other visible Auto Center signs and traditional billboard freeway signs along this stretch of U.S. 101. Figure 8 depicts the maximum heights of the existing signs and the proposed freeway sign, as measured from existing grade. The perception of the sign heights would vary depending on the vantage point of the viewer (e.g., Auto Center Drive at a lower elevation, Highway 101 at a higher elevation). For perspectives of the existing Auto Center signs and the proposed freeway sign, see Figure 10, Figure 11, and Figure 12.

The base of the freeway sign, which would be in line with the freeway, would be approximately 25 feet wide. The illuminated screen area of the sign would begin approximately 7.5 feet above the freeway grade and would be 20 feet high and 60 feet wide. Traveling at 65 miles per hour, the length of time that the freeway sign would be visible would be approximately 10 seconds. As illustrated in Figure 9 through Figure 12, although the freeway sign would be highly visible from U.S. 101, it would not block or interfere with views of any distant scenic resources such as the Santa Monica mountains driving southbound (approximately 11 miles to the south) or the ocean driving northbound (approximately 4 miles to the west). The proposed Specific Plan amendments, including the addition of the proposed digital, 82-foot tall freeway sign, would have less than significant impacts on scenic vistas.

LESS THAN SIGNIFICANT IMPACT
Figure 8 Comparison of Heights of Existing Signs and Proposed Freeway Sign
Figure 9 Photosimulation Locations
Figure 10 Photosimulation 1

Existing View

Simulated View
Figure 11 Photosimulation 2

Existing View

Simulated View
Figure 12 Photosimulation 3

Existing View

Simulated View
b) The City’s 2005 General Plan identifies U.S. 101 as one of 19 roadways along which the City
should require development to respect and preserve views of the community and its natural
context. U.S. 101 is also eligible to be a State scenic route, but is not officially designated as such
(Caltrans, 2016). The freeway functions as a main artery for movement in and through the city
and is the major public corridor traversing the city in a northwest/southeast direction. Views
from the freeway consist primarily of commercial and residential development, although some
agricultural lands remain and are visible as one travels through the city. Community shopping
centers and highway-oriented uses are concentrated along this corridor, including the Auto Center.

U.S. 101 is elevated approximately 48 feet above the existing grade of the Specific Plan area.
Motorists looking down on and across the Specific Plan area can see portions of riparian
vegetation in the Santa Clara River, including some tall trees. However, primary views consist
of auto dealerships and industrial buildings, including substantial signage for those uses;
surface parking lots, including cars for sale parked in the Auto Center; and roadways with cars
and trucks, including Olivas Park Drive.

The Specific Plan area itself is already developed with auto sales and related uses. The Specific
Plan area is flat and contains no native trees, rock outcroppings, or historic buildings.
Consequently, the proposed Specific Plan amendments would not substantially damage scenic
resources within the Plan area. Undergrounding of overhead utility lines would generally
enhance views from U.S. 101 and other area rights-of-way and, as discussed in item a, the
proposed amendments, including the 82-foot tall freeway sign, the project would not significantly
affect scenic views of resources such as the Santa Monica Mountains or the Pacific Ocean.
Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

c) The Specific Plan area is nearly fully developed, and the amendment of the sign program for
the Specific Plan, along with the undergrounding of overhead utility lines and the widening of
Leland Street/Auto Center Drive, would not affect the overall visual character or quality of the
Specific Plan area or its surroundings. The undergrounding of the overhead utilities along
Leland Street/Auto Center Drive would enhance the visual quality of the area. The Specific
Plan area is situated to the south/southwest, and at a lower elevation than, U.S. 101 and is
visible to passing motorists. Currently multiple dealership signs and a 65-foot entry sign for the
Auto Center are visible from the freeway. The addition of up to seven totem signs, a new
freeway sign, and updated entry signs would serve as both advertising space and directional
signage for the Auto Center. The expanded parkway and totem signs on the north side of
Leland Street/Auto Center Drive would not be visible from U.S. 101 because of the drop in
elevation of the freeway, and because existing landscaping would be replaced with new vines
and shrubs. Although some viewers may find the 82-foot tall by 60-foot wide freeway sign
unattractive, the sign would be visually compatible with existing and other proposed signage
and would not change the overall visual character of the Specific Plan area. Impacts to the
existing visual character or quality of the site and its surroundings would, therefore, be less
than significant.

LESS THAN SIGNIFICANT IMPACT
d) Existing daytime sources of glare in the Specific Plan area vicinity predominantly consist of vehicles in parking lots and on roadways, as well as the windows of buildings on and near the site, which reflect the sunlight. Existing nighttime lighting in the Specific Plan area results from several sources of artificial light, including exterior lighting at auto dealerships, existing illuminated entry and dealership pylon signs, lights along U.S. 101; streetlights on Leland Street/Auto Center Drive, Perkin Street, and Olivas Park Drive; automobile lights; and exterior lighting for nearby industrial/commercial buildings. There are no light sensitive uses in the area.

Federal and state laws impose limits on duration of message, transition time, brightness, spacing and sign location. The California Department of Transportation (Caltrans) regulates the placement of outdoor advertising displays that are visible from California highways and requires permit approval prior to sign installation. Regulations pertain to allowed location, proximity to other billboards (digital and traditional), frequency of message changes, illumination, and prohibition of animation (Caltrans, 2014). Caltrans Outdoor Advertising Act and Regulations require a permit for any display that is within 660 feet from the edge of the Caltrans right-of-way and viewed primarily by persons traveling on the freeway. To obtain a permit, displays may not exceed 1,200 square feet in size or measure more than 20 feet by 60 feet, must be 500 feet from any other permitted display, and must be within 1,000 feet of the associated business activity.

The standard used by the California Department of Transportation (Caltrans) complies with California Vehicle Code Section 21466.5 for enforcing sign brightness and reads as follows:

No person shall place or maintain or display, upon or in view of any highway, any light of any color of such brilliance as to impair the vision of drivers upon the highway. A light source shall be considered vision impairing when its brilliance exceeds the values listed below.

The brightness reading of an objectionable light source shall be measured with a 1 1/2-degree photoelectric brightness meter placed at the driver’s point of view. The maximum measured brightness of the light source within 10 degrees from the driver’s normal line of sight shall not be more than 1,000 times the minimum measured brightness in the driver’s field of view, except that when the minimum measured brightness in the field of view is 10 foot-lamberts or less, the measured brightness of the light source in foot-lamberts shall not exceed 500 plus 100 times the angle, in degrees, between the driver’s line of sight and the light source.

Federal Highway Administration guidance on off-premise changeable message signs includes the following:

- Duration of message: Between 4 and 10 seconds; 8 seconds is recommended.
- Transition time between messages: 1 to 4 seconds.
- Brightness: Adjust brightness in response to changes in light levels so that signs are not unreasonably bright for the safety of the motoring public.

These measures are meant to improve the safety of motorists and maintain aesthetics and visual appearance of highway and freeway corridors.
The proposed 82-foot tall freeway sign would be thirteen feet lower than the identification sign currently allowed under the Specific Plan. The proposed sign, however, would have a larger illuminated screen area of approximately 20 feet high by 60 feet wide, compared to the currently allowed 23-foot high, 34-foot wide screen area. The screen would produce a new source of light for drivers on U.S. 101, nearby commercial businesses, and residential areas to the north of the Auto Center on the other side of U.S. 101.

The nearest residences are in the Montalvo neighborhood, approximately 1,000 feet to the north of the Auto Center, at an elevation of 102 feet. Further to the north, approximately 3,000 feet from the Auto Center, the elevation rises to 146 feet. The top and bottom of the sign screen would be at elevations of 164 feet and 137.5 feet, respectively. Although separated from the Auto Center by U.S. 101 (130 feet elevation), the sign would be visible from residential areas to the north, as shown in Figure 7. The screens, however, would be oriented towards the freeway and away from the residential areas, so there would be minimal light and glare from the screens directed at the residential areas.

During the day, the illuminated sign would create a minimal source of light that would blend in with the surrounding area. However, at night and during inclement weather, the sign would create a 1,200 square foot-area of light adjacent to the freeway that may result in light and/or glare impacts on views from the freeway.

Implementation of Mitigation Measures AES-1 and AES-2, below, which requires that the Specific Plan includes standards for the brightness of electronic signs and prohibits animation, flashing, scrolling, etc., and requires City approval of the sign brightness would reduce impacts for both drivers and residents to the north to a less than significant level.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

**Mitigation Measures**

**AES-1: Electronic Sign Brightness.** The Auto Center Specific Plan shall include the following standards for the Auto Center freeway sign and Auto Center entry sign:

- Lighting levels on the digital sign shall not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America.
- Brightness shall not exceed 800 nits (candela per square meter) from sunset to sunrise. At all other times, brightness will not exceed 7500 nits.
- Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face.
- A light sensor shall be installed with the sign to measure ambient light levels and to adjust light intensity to respond to such conditions. The light sensor adjusts the sign’s brightness in order to compete with ambient light. The darker the surrounding ambient light, the less bright the sign is.
- The sign shall not display any moving, flashing, scrolling, fading, brightening or animated text or video.
• Signage shall be controlled remotely and include remote maintenance software.

• LED lighting has a directional nature, and the projected viewing angle values for this sign shall be ± 30° vertically and ± 60° horizontally. Louvers shall be located above each row of lights to prevent light from projecting upward into the sky.

AES-2: City Approval of Brightness. Within 14 days of the freeway sign being operational, annually, and as required by City staff (after maintenance, malfunctions, multiple complaints) the applicant shall submit to the satisfaction of the Community Development Director the following information:

• A third-party test conducted after installation to verify that the billboard complies with the requirements not to exceed 0.3 foot-candle above ambient light at 250 feet from the face of the freeway sign. If the value exceeds industry standards, additional lighting output reduction shall be required until the 0.3 foot-candle requirement is satisfied.

II. AGRICULTURE AND FORESTRY RESOURCES

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

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

□ □ □ ■

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

□ □ □ ■
II. AGRICULTURE AND FORESTRY RESOURCES

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))? □ □ □ ■

d) Result in the loss of forest land or conversion of forest land to non-forest use? □ □ □ ■

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use? □ □ □ ■

Existing Setting

Although agricultural production occurs adjacent to the Specific Plan area, there are no identified agricultural resources in the existing or proposed Specific Plan area. The adjacent vacant land is designated as Commerce in the 2005 General Plan. No productive agricultural land, forest land or timberland, or land designated Agriculture, occur within the Specific Plan area.

Discussion of Checklist Answers

a-e) The Specific Plan area is entirely inside the urban boundaries set by the General Plan, with no farmland, land designated for agricultural use, or forest land present. Agricultural land is located within one mile of the Specific Plan area. However, those agricultural resources are not included in the Ventura Auto Center Specific Plan area and would not be affected by the amendment. No forest land or timberland exists in or near the Specific Plan area. Therefore, no impacts to agricultural and forestry resources would occur.

**NO IMPACT**
III. AIR QUALITY

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan? □ □ ■ □

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? □ □ ■ □

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

d) Expose sensitive receptors to substantial pollutant concentrations? □ □ ■ □

e) Create objectionable odors affecting a substantial number of people? □ □ ■ □

Existing Setting

Current Ambient Air Quality

The air quality conditions in Ventura County are described in detail in the Ventura County Air Pollution Control District’s (VCAPCD) Final Draft 2016 Air Quality Management Plan, which is currently available for public review. Ventura County remains in nonattainment for the 2008 federal, 8-hour ozone and the 2016 Air Quality Management Plan (AQMP) presents the updated strategy for attainment by 2020, which is one year earlier than the 2021 deadline in the 2007 AQMP. Ventura County continues to make progress toward meeting the federal clean air standard for ozone by a steady, decade-long decrease in county-wide ozone standards. Ozone levels in the county exceeded the 2008 federal 8-hour standard seven times in 2014 and four times in 2015 and 2016 (Ventura County Air Pollution Control District, 2016).

The Air Quality Monitoring Station in El Rio is the nearest to the city of Ventura and most representative of air quality in the Specific Plan area. The El Rio monitoring station measures ozone, NO₂, PM₁₀, and PM₂.₅. The closest monitoring station reporting CO is the Goleta-Fairview station in Santa Barbara. There are no CO monitoring stations in Ventura County. Table 11 lists the ambient air quality data for the El Rio and Goleta-Fairview monitoring stations between 2012 and 2015. Quantitative 2016 data is not yet available.
### Table 1
**Ambient Air Quality Data Concentrations**

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Air Pollution Data</th>
<th>2012</th>
<th>2013</th>
<th>2014</th>
<th>2015</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone, ppm - maximum hourly concentration (ppm)</td>
<td></td>
<td>0.082</td>
<td>0.067</td>
<td>0.112</td>
<td>0.070</td>
</tr>
<tr>
<td>Number of days of state exceedances (&gt;0.09 ppm)</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Number of days of federal exceedances (&gt;0.12 ppm)</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Ozone, ppm - maximum 8-hour concentration (ppm)</td>
<td></td>
<td>0.065</td>
<td>0.063</td>
<td>0.077</td>
<td>0.066</td>
</tr>
<tr>
<td>Number of days of State exceedances (&gt;0.07 ppm)</td>
<td></td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>0</td>
</tr>
<tr>
<td>Number of days of federal exceedances (&gt;0.075 ppm)</td>
<td></td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Carbon Monoxide, ppm - Worst 8 Hours(^a)</td>
<td></td>
<td>0.65</td>
<td>NA</td>
<td>NA</td>
<td>NA</td>
</tr>
<tr>
<td>Number of days of state 1-hour exceedances (&gt;20.0 ppm)(^a)</td>
<td></td>
<td>0</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Number of days of state 8-hour exceedances (&gt;9.0 ppm)(^a)</td>
<td></td>
<td>0</td>
<td>*</td>
<td>*</td>
<td>*</td>
</tr>
<tr>
<td>Nitrogen Dioxide, ppm - Worst Hour</td>
<td></td>
<td>0.057</td>
<td>0.040</td>
<td>0.039</td>
<td>0.036</td>
</tr>
<tr>
<td>Number of days of state exceedances (&gt;0.18 ppm)</td>
<td></td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Particulate Matter &lt;10 microns, maximum concentration in (\mu g/m^3)</td>
<td></td>
<td>56.9</td>
<td>183.4</td>
<td>115.3</td>
<td>92.0</td>
</tr>
<tr>
<td>Number of samples of state exceedances (&gt;50 (\mu g/m^3), 24-hour average concentration)</td>
<td>1</td>
<td>4</td>
<td>7</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>Number of samples of federal exceedances (&gt;150 (\mu g/m^3), 24-hour average concentration)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>Particulate Matter &lt;2.5 microns, maximum 24-hour average concentration in (\mu g/m^3)</td>
<td>30.8</td>
<td>22.2</td>
<td>22.2</td>
<td>25.5</td>
<td></td>
</tr>
<tr>
<td>Estimated number of days of federal 24-hour average exceedances (&gt;35 (\mu g/m^3))</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td></td>
</tr>
</tbody>
</table>

Source: CARB, Air Quality Data Statistics; available at [http://www.arb.ca.gov/adam/topfour/topfour1.php](http://www.arb.ca.gov/adam/topfour/topfour1.php)

All data except for CO data is from the El Rio Monitoring Station.

*No CO monitoring is available in Ventura County, the closest point is the Goleta-Fairview site results.*

NA= Not Available

\(\mu g/m^3\)= Micrograms per meter cubed

Most recent available CARB data is from 2015.

*Data not available.

**Regional Climate and Meteorology**

Ventura County’s climate is characterized as Mediterranean, with warm dry summers and cooler, mild winters. Inland areas typically experience a wider range of temperatures than on the coast, mainly due to the separation of regions by changes in the terrain, including features such as the coastal mountain ranges. Maximum temperatures in the summer in coastal areas average about 70 degrees Fahrenheit (°F), while temperatures in the high 90’s are typical in the inland valleys. Average minimum winter temperatures range from the low 40s along the coast to the low 30s inland.
The county’s meteorology is largely controlled by a persistent high-pressure system over the eastern Pacific Ocean. The Pacific high-pressure system (Pacific High) remains generally fixed several hundred miles off-shore from May through September. Coastal fog and low clouds often form a marine layer along the coast, typically in the spring and early summer.

Approximately 90 percent of the total annual rainfall in the county occurs between November and April, but rainfall amounts can vary considerably among different regions in the county. Annual rainfall averages 16 inches along the coast. The speed and direction of local winds are influenced by the location and strength of the Pacific High, by topographical features, and by circulation patterns resulting from temperature differences between land and sea. In spring and summer, when the Pacific High is at its strongest, on-shore winds from the northwest generally prevail during the day. In the fall, on-shore surface winds decline and the marine layer grows shallow, allowing an occasional weak off-shore flow. Pollutants may accumulate more during this time of year, remaining over the ocean for a few days before being carried back on-shore.

Inversions occur when a cooler, more stable parcel of air is located beneath a warmer parcel of air. An inversion essentially caps pollutants that are emitted below or within it, resulting in higher ozone concentrations particularly at the interface between the two parcels of air. The effects of the inversion are intensified when the Pacific High weakens and moves inland to the east, reducing wind speed along the California coast and adding to air stagnation.

Santa Ana winds can occur in the county, primarily during the fall and winter. These winds transport warm air and pollutants from the high, inland deserts to the Ventura County area. Sometimes, they transport pollutants off the coast, where a sea breeze then brings the pollutants back on-shore. They then combine with local emissions and can result in high concentrations of pollutants.

In the winter, upper level winds are typically from the north or northwest, but occasionally they come from the south and east, particularly in the morning. Upper level winds occur infrequently in the summer, but when they do, they are typically accompanied by periods of high ozone (O₃), a precursor for smog. Upper level winds can transport pollutants that originate in other counties into Ventura County.

**Local Regulatory Framework**

Both the federal and state governments have established ambient air quality standards for the protection of public health. The U.S. Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) of the California Environmental Protection Agency is the state equivalent. Local control of air quality management is provided by the CARB through county-level Air Pollution Control Districts (APCD). The CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. The CARB has established 14 air basins statewide. In addition, the City further regulates air quality through the City’s Air Quality Ordinance (Ordinance 93-37). This ordinance requires developers of projects that generate emissions exceeding VCAPCD significance thresholds to pay air quality impact fees that are placed in a transportation demand management (TDM) fund that is used by the City to offset project emissions through implementation of regional air quality programs.
The USEPA has set primary National Ambient Air Quality Standards (NAAQS) for ozone (O₃), carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), suspended particulates, known as PM₁₀ (particulate matter with a diameter of 10 microns or less) and PM₂.₅ (particulates of less than 2.5 microns in diameter), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, the state of California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards. Table 2 lists the current federal and state standards for regulated pollutants.

Table 2
Federal and State Ambient Air Quality Standards

<table>
<thead>
<tr>
<th>Pollutant</th>
<th>Averaging Time</th>
<th>Federal Primary Standards</th>
<th>California Standard</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ozone</td>
<td>1-Hour</td>
<td>---</td>
<td>0.09 ppm</td>
</tr>
<tr>
<td></td>
<td>8-Hour</td>
<td>0.075 ppm</td>
<td>0.07 ppm</td>
</tr>
<tr>
<td>Carbon Monoxide</td>
<td>8-Hour</td>
<td>9.0 ppm</td>
<td>9.0 ppm</td>
</tr>
<tr>
<td></td>
<td>1-Hour</td>
<td>35.0 ppm</td>
<td>20.0 ppm</td>
</tr>
<tr>
<td>Nitrogen Dioxide</td>
<td>Annual</td>
<td>0.053 ppm</td>
<td>0.03 ppm</td>
</tr>
<tr>
<td></td>
<td>1-Hour</td>
<td>---</td>
<td>0.18 ppm</td>
</tr>
<tr>
<td>Sulfur Dioxide</td>
<td>Annual</td>
<td>0.03 ppm</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>24-Hour</td>
<td>0.14 ppm</td>
<td>0.04 ppm</td>
</tr>
<tr>
<td></td>
<td>1-Hour</td>
<td>---</td>
<td>0.25 ppm</td>
</tr>
<tr>
<td>PM₁₀</td>
<td>Annual</td>
<td>---</td>
<td>20 µg/m³</td>
</tr>
<tr>
<td></td>
<td>24-Hour</td>
<td>150 µg/m³</td>
<td>50 µg/m³</td>
</tr>
<tr>
<td>PM₂.₅</td>
<td>Annual</td>
<td>12 µg/m³</td>
<td>---</td>
</tr>
<tr>
<td></td>
<td>24-Hour</td>
<td>35 µg/m³</td>
<td>---</td>
</tr>
<tr>
<td>Lead</td>
<td>30-Day Average</td>
<td>---</td>
<td>1.5 µg/m³</td>
</tr>
<tr>
<td></td>
<td>3-Month Average</td>
<td>1.5 µg/m³</td>
<td>---</td>
</tr>
</tbody>
</table>

ppm = parts per million  
µg/m³ = micrograms per cubic meter  

Ventura is located in the Ventura County portion of the South Central Coast Air Basin. The VCAPCD is the designated air quality control agency in the Ventura County portion of the Basin. The Ventura County portion of the South Central Coast Air Basin is a state and federal non-attainment area for ozone (1-hour and 8-hour, respectively) and a state non-attainment area for suspended particulates (PM₁₀ & PM₂.₅). Ventura County has been listed as “serious nonattainment” for the 8-hour ozone standard. The Ventura County portion of the South Central Coast Air Basin is in attainment for the state and federal carbon monoxide standards.

Sensitive Receptors

National and state ambient air quality standards represent what is considered safe, within an adequate margin, to protect public health and welfare. These standards are designed to protect
the segment of the population most susceptible to respiratory problems, such as children under 14, the elderly over 65, people engaged in strenuous work or exercise, and hospital patients. Most sensitive receptors are schools and hospitals. No schools or hospitals are in the Specific Plan area. The closest hospital is Community Memorial Hospital, located approximately 5.5 miles northwest of the Specific Plan area. The nearest school is Montalvo Elementary School, which is approximately 0.5 mile from the Specific Plan area.

Significance Criteria for Short-Term Emissions

The VCAPCD has adopted quantitative thresholds for short-term construction emissions that would apply in Ventura County. The VCAPCD recommends thresholds for short-term (i.e., construction) and long-term (i.e., operational) emissions of 25 pounds per day (lbs/day) for reactive organic gases (ROG) and 25 lbs/day for NOx. No quantitative thresholds have been set for PM_{10} (e.g., dust).

Discussion of Checklist Answers

Development and construction of the road widening, undergrounding of utilities, retaining wall, and sign installation would involve site preparation, grading, paving, architectural coating, and other construction-related activities that have the potential to generate substantial air pollutant emissions. Maximum daily pollutant emissions include emissions from construction worker trips, hauling trips, construction vehicle emissions and fugitive dust from site preparation, grading, paving, sign installation, and architectural coating phases for the signs.

Generally, operational emissions include mobile source emissions, energy emissions, and area source emissions. Mobile source emissions are generated by the increase in motor vehicle trips to and from the project site associated with operation of on-site development.

a) Federal and state ambient air quality standards for certain criteria pollutants have been established to protect human health. The Specific Plan area is located within the South Central Coast Air Basin, which includes all of Ventura County, and is within the jurisdiction of the VCAPCD. Ventura County is designated under the federal and state standards as nonattainment for 8-hour ozone and as nonattainment for the state 1-hour ozone standard (Ventura County Air Pollution Control District, 2008). The VCAPCD’s AQMP, adopted in 2007, includes the County’s strategy for attaining ozone standards.

Vehicle use, energy consumption, and associated air pollutant emissions are directly related to population growth. A project may be inconsistent with the AQMP if it would generate population exceeding the forecasts used in the development of the AQMP. As discussed in Population and Housing, the proposed amendments to the Auto Center Specific Plan would not directly or indirectly induce any population growth. No residential units are permitted in the Specific Plan area. The proposed amendments do not promote the construction of housing units. The inclusion of approximately two acres of vacant land would change the allowed uses on the site from commercial to automobile sales, but would not lead to the addition of businesses or employment opportunities because the subject property is already used in connection with an existing automobile dealership, and development is proposed that would create a new use.
Energy consumption would be required for the affiliated signs. However, the anticipated increase in energy to illuminate the six signs during nighttime hours would be incremental and well below the VCAPCD thresholds. Energy use would not result in substantial energy consumption or associated emissions. The project would not result in any other operational change of the auto center. Vehicle use, and associated air pollution emissions in the city would be comparable to existing conditions and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) The proposed amendments to the Auto Center Specific Plan would not involve any development that would generate long-term increases in air pollutant emissions. As discussed below, construction activity and long-term operation of new signage or the 5-foot road widening facilitated by the proposed amendments would not contribute substantially to an existing or projected air quality violation.

Construction Impacts

Construction impacts associated with the proposed amendment would relate to the removal and replacement of two monument signs, installation of new signs, road widening, and undergrounding of utilities. These activities would generate a minor amount of temporary air pollutant emissions. These activities would generate fugitive dust (PM$_{10}$ and PM$_{2.5}$) and exhaust emissions from heavy construction vehicles. In addition, ROGs would be released during the drying phase upon application of architectural coatings on the bases of the new signs. Grading, excavation, hauling, and site preparation would involve the largest use of heavy equipment and generation of fugitive dust. Construction equipment would be required to comply with USEPA and CARB Tier 3 standards for off-road diesel engines.

The VCAPCD has not adopted quantitative thresholds of significance for construction emissions since such emissions are temporary. Rather, the VCAPCD recommends implementation of emission and dust control requirements for all construction projects with ROG or NO$_x$ emissions over 25 pounds per day (Ventura County Air Pollution Control District, 2003). According to the Ventura County Air Quality Assessment Guidelines (2003) emissions of ROG and NO$_x$ over 25 pounds per day may jeopardize attainment of the federal and state ozone standard, resulting in a significant air quality impact. Construction-related emissions of ROG and NO$_x$ associated with construction of the road widening on Auto Center Drive would be 2.0 pounds per day of ROG and 22.2 pounds per day of NO$_x$ (Appendix A). The widening and paving of Auto Center Drive is the most intensive project construction in the Specific Plan Amendment and would be below the 25 pounds per day VCAPCD threshold. Nevertheless, VCAPCD and City requirements pertaining to control of dust and emissions would apply to all Specific Plan area construction activity. Specifically, Action 7.23 of the General Plan requires contractors to implement the construction mitigation measures included in the most recent version of the Ventura County Air Pollution Control District Air Quality Assessment Guidelines. To ensure consistency with the General Plan, these measures would be required as part of standard conditions of approval for future development permits.

Operational Impacts

Operation of the proposed project would not significantly contribute to air quality emissions. Emissions from the operation of new signs would result in minimal emissions from energy use. Energy use associated with the proposed project would be expected to be well below the
VCAPCD thresholds of 25 pounds per day for ROG and NO\textsubscript{X}, particularly because the prior unbuilt sign would have required electricity.

**LESS THAN SIGNIFICANT IMPACT**

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

**LESS THAN SIGNIFICANT IMPACT**

d) Sensitive receptors include residential areas, schools, hospitals, and daycare centers. The sensitive receptor closest to the Specific Plan area is the school discussed above. The proposed Specific Plan amendments would not generate any measureable additional traffic to and from the Specific Plan area beyond the temporary construction traffic, background CO levels in the area are low, and there are no sensitive receptors (e.g., residences, schools, hospitals) in or near the Specific Plan area. The project would not expose sensitive receptors to substantial pollutant concentrations.

**LESS THAN SIGNIFICANT IMPACT**

e) The proposed amendments to the Auto Center Specific Plan would not create objectionable odors affecting a substantial number of people. Table 6-3 of the 2003 Ventura County Air Quality Assessment Guidelines identifies land uses that may generate significant levels of odors and construction impacts would be short-term and limited in nature, and signs are not included in the information provided by this table (Ventura County Air Pollution Control District, 2003). In addition, the signs are not expected to generate odor, and no uses that are sensitive to odors exist in or near the Specific Plan area. Therefore, odor impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

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**IV. BIOLOGICAL RESOURCES**

-- Would the project:

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

☐ ☐ ☐ ☐ ☐
IV. BIOLOGICAL RESOURCES

-- Would the project:

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

[ ] Potentially Significant Impact  [ ] Potentially Significant Impact Unless Mitigation Incorporated  [ ] Less than Significant Impact  [ ] No Impact

[ ]

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

[ ] Potentially Significant Impact  [ ] Potentially Significant Impact Unless Mitigation Incorporated  [ ] Less than Significant Impact  [ ] No Impact

[ ]

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

[ ] Potentially Significant Impact  [ ] Potentially Significant Impact Unless Mitigation Incorporated  [ ] Less than Significant Impact  [ ] No Impact

[ ]

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

[ ] Potentially Significant Impact  [ ] Potentially Significant Impact Unless Mitigation Incorporated  [ ] Less than Significant Impact  [ ] No Impact

[ ]

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

[ ] Potentially Significant Impact  [ ] Potentially Significant Impact Unless Mitigation Incorporated  [ ] Less than Significant Impact  [ ] No Impact

[ ]

Existing Setting

The Auto Center Specific Plan area consists of approximately 68 acres of mostly built out or previously paved land. Both the current and the proposed Specific Plan areas consist entirely of automobile sales and service uses or is paved, with the exception of the 5-foot wide strip on the north side of Auto Center Drive that would be added. All of the land within the Specific Plan area has been modified from its natural rural state. The oldest available aerial imagery shows that the area was previously in agricultural use in 1947. Existing vegetation consists of scattered, isolated trees and turf which would be unaffected by the proposed amendments.
Discussion of Checklist Answers

a-f) The Specific Plan area lacks native vegetation that might otherwise provide habitat for any sensitive or special status species identified in any regulations. No riparian habitat or other sensitive natural community occurs in the Specific Plan area, nor is the Specific Plan area situated in any habitat conservation area or subject to an adopted habitat conservation plan or local ordinance pertaining to biological resource protection.

The paving and sign installation/replacement that would occur under the proposed amendments would occur in a paved and/or previously developed area. No impacts to biological impacts would occur as a result of implementation of the proposed changes to the Ventura Auto Center Specific Plan.

**NO IMPACT**

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V. CULTURAL RESOURCES

-- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? □ □ □ ■

b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5? □ ■ □ □

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? □ □ ■ □

d) Disturb any human remains, including those interred outside of formal cemeteries? □ ■ □ □

Existing Setting

The diversity of natural resources, the temperate climate that allows for long growing seasons, proximity to the coast, and abundant natural materials available for tool manufacturing all combined to produce an archaeological record in Ventura of almost the entire chronological and cultural span of human activity in southern California. Prehistoric sites generally involve at least one of the following resources: middens, milling stone sites, large villages, cemeteries, hilltop bead shrines, flake scatters and camp workshops (Ventura, City of, 2005b).

In the General Plan Area, there are 25 recorded archaeological sites and 96 historic landmarks or points of interest, at least 43 of which may also contain subsurface cultural resources (Ventura, City of, 2005b). None of these identified sites fall inside the Specific Plan area, but the potential
for archaeological discoveries during trenching and grading activities remains. The site is included with a Sensitive Native American Resource Map on file with the City of Ventura.

Discussion of Checklist Answers

a) No historical resources were identified in the project site as a result of the records search, Native American consultation, and pedestrian survey. No impact would occur.

NO IMPACT

b) The proposed amendments to the Auto Center Specific Plan do not alter requirements and procedures for development review and permitting that support the protection of cultural resources.

Although no resources were identified as part of the survey and records search, the possibility of encountering archaeological resources and human remains still exists. Prehistoric archaeological materials include, but are not limited to, flaked-stone tools or obsidian, chert, basalt, or quartzite tool-making debris; bone tools; culturally darkened soil; and stone-milling equipment (e.g., mortars, pestles, and handstones). Historical archaeological materials include, but are not limited to, wood, stone, concrete, or adobe footings, walls, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramics, metal, and other refuse.

Archaeological deposits are typically found near creeks and other waterways. The site’s proximity to the Santa Clara River increases the archaeological sensitivity. Furthermore, even with the relatively limited grading activity for paving and sign installation/replacement, the discovery of archaeological resources and human remains would be a possibility during ground-disturbing activities. Therefore, impacts on unanticipated cultural resources would be potentially significant unless mitigation is incorporated.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measures

Implementation of the following mitigation measures is required to reduce impacts related to the possible discovery of intact cultural resources during project implementation to a less than significant impact.

CR-1: Unanticipated Discovery of Cultural Resources. If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find must be evaluated by a qualified archaeologist. Depending upon the nature of the find, if the discovery proves to be potentially significant under CEQA, as determined by a qualified archaeologist, additional work such as on site monitoring by a qualified archaeologist and/or Native American Tribal representative, data recovery excavation, avoidance of the area of the find, documentation, testing, data recovery, reburial, archival review and/or transfer to the appropriate museum or educational institution, or other appropriate actions may be warranted at the discretion of a qualified archaeologist.
CR-2: **Human Remains.** If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. Suspected Native American remains shall be examined in the field and kept in a secure location at the site if the County Coroner determines the remains to be Native American, and the Native American Heritage Commission (NAHC) must be contacted within 24 hours. The NAHC must then immediately notify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultation concerning treatment of remains as provided in Public Resources Code 5097.98.

c) The project site lies atop alluvium deposited by the Santa Clara River (California Department of Conservation, 2003). Holocene (less than 10,000 years ago) river alluvium associated with the Santa Clara River has a low potential to contain paleontological resources. Therefore, the project would have a less than significant impact with respect to destruction of unique geological features and paleontological resources.

**LESS THAN SIGNIFICANT IMPACT**

d) If human remains are unearthed, State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be of Native American descent, the coroner has 24 hours to notify the Native American Heritage Commission (NAHC). Incorporation of Mitigation measures CR-1 and CR-2 in discussion B above, would reduce the project’s impact to a less than significant level.

**POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED**

VI. **GEOLOGY AND SOILS**

- Would the project:

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

    i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

    □ □ ■ □
VI. GEOLOGY AND SOILS

Would the project:

- ii) Strong seismic ground shaking?
- iii) Seismic-related ground failure, including liquefaction?
- iv) Landslides?
- b) Result in substantial soil erosion or the loss of top soil?
- c) Be located on a geologic unit or soil that is unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?
- d) Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code, creating substantial risks to life or property?
- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

| Potentially | Potentially | Less than | No |
| Significant | Significant | Impact | Impact |
| Impact | Unless Mitigation | Incorporated | |

Existing Setting

The Auto Center Specific Plan area is generally level and not subject to landslides. A drainage channel runs adjacent to the northern boundary, and the Santa Clara River runs east and south of the Specific Plan area. The McGrath fault crosses through the Specific Plan area and it lies within a liquefaction hazard zone (Ventura, City of, 2005a).

Discussion of Checklist Answers

a-d) The Specific Plan area is disturbed or developed and the proposed amendments would not facilitate an increase in development. The Uniform Building Code (UBC) applies standards to development specifically designed to protect people and structures from loss, injury or death due to rupture, ground shaking, ground failure and landslides. In addition, General Plan Action 7.7 requires geotechnical investigations in specified situations. UBC, California Building Code (CBC), and City standards for building construction standards and review would ensure that future construction activities (e.g., the paving and sign installation and replacement) would be adequately protected from soil erosion, loss of top soil, lateral spreading, or expansion. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT
e) The entire Specific Plan area relies on a municipal sewer system for wastewater disposal. No impacts related to septic tanks would occur.

**NO IMPACT**

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VII. GREENHOUSE GAS EMISSIONS

-- Would the project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? □ □ ■ □

b) Conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? □ □ ■ □

Existing Setting

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period of time. Climate change is the result of numerous, cumulative sources of greenhouse gases (GHG). GHGs contribute to the “greenhouse effect,” which is a natural occurrence that helps regulate the temperature of the planet. The majority of radiation from the Sun hits the Earth’s surface and warms it. The surface in turn radiates heat back towards the atmosphere, known as infrared radiation. Gases and clouds in the atmosphere trap and prevent some of this heat from escaping back into space and re-radiate it in all directions. This process is essential to supporting life on Earth because it warms the planet by approximately 60° F. Emissions from human activities since the beginning of the industrial revolution (approximately 250 years ago) are adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap heat, thereby contributing to an average increase in the Earth’s temperature.

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

The adopted CEQA Guidelines provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. Neither VCAPCD, the City of Ventura have adopted GHG emissions thresholds, and no GHG emissions reduction plan with established GHG emissions reduction strategies has been adopted locally. The VCAPCD staff, though, has examined options for GHG thresholds for CEQA documents. Among the approaches discussed, VCAPCD prefers consistency with the South Coast Air Quality Management District (SCAQMD) because Ventura County is adjacent to the SCAQMD jurisdiction and is part of the Southern California Association of Governments (SCAG) region (Ventura County Air Pollution Control District, 2011). The SCAQMD considered a tiered approach with locally adopted GHG reduction plans followed by GHG threshold values set to capture 90 percent of project GHG emissions by project type. SCAQMD’s adopted a threshold is of 10,000 metric tons per year for commercial sectors (South Coast Air Quality Management District, 2008).

Discussion of Checklist Answers

a) Construction activities facilitated by the proposed amendments to the Specific Plan would generate temporary GHG emissions primarily due to the operation of construction equipment and an increase in the number of truck trips. Operational emissions include emissions from energy use (electricity).

The proposed amendments to the Auto Center Specific Plan would not directly facilitate the development of new structures, other than new signs and new pavement areas. New signage would result in energy use that would produce minimal emissions. The amendments would not permanently increase overall traffic or vehicle miles traveled (VMT).

The limited amount of short-term construction activity (new signs, minor road widening, undergrounding of utilities) would generate negligible GHG emissions. The only long-term GHG emissions for the proposed project would occur as a result of increased energy use needed to operate the new signs, and emissions would be minimal. No other long-term increase in GHG emissions would result from the Specific Plan amendments since the Specific Plan area is mostly developed. Therefore, the potential amount of CO₂ that could be generated by the proposed amendments is minimal and impacts related to GHG emissions would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b) Neither the VCAPCD nor the City of Ventura has adopted a Climate Action Plan or any other adopted plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Senate Bill 375, signed in August 2008, requires the inclusion of sustainable communities’ strategies (SCS) in regional transportation plans (RTP) for the purpose of reducing GHG emissions. In April 2012, the Southern California Association of Government (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). SCAG’s RTP/SCS includes a commitment to reduce emissions from transportation sources by promoting compact and infill development to comply with SB 375. A goal of the SCS is to “promote the
development of better places to live and work through measures that encourage more compact
development, varied housing options, bike and pedestrian improvements, and efficient
transportation infrastructure” (Southern California Association of Governments, 2012).

The proposed Specific Plan amendments would involve enhancement of existing facilities
within an urbanized area. The proposed amendments would not conflict with the RTP/SCS.
Executive Order (EO) S-3-05, issued by the Governor in June 2005, sets a GHG emission
reduction target of 1990 levels by 2020. Assembly Bill 32, the “California Global Warming
Solutions Act of 2006,” was signed into law in the fall of 2006. This bill also requires
achievement of a statewide GHG emissions limit equivalent to 1990 emissions by 2020
(essentially a 25 percent reduction below 2005 emission levels) and the adoption of rules and
regulations to achieve the maximum technologically feasible and cost-effective GHG emissions
reductions. In response to EO S-3-05, the California Environmental Protection Agency (CalEPA)
created the Climate Action Team (CAT), which in March 2006, published the Climate Action
of strategies that the State could pursue to reduce GHG emissions. The strategies include a
variety of techniques aimed at the reduction of passenger and light duty truck emissions,
reduction of energy and water use and increased recycling. In addition, in 2010 the California
Attorney General published Addressing Climate Change at the Project Level (California Attorney
General, 2010). This document provides information that may be helpful to local agencies in
carrying out their duties under CEQA as they relate to global warming. Included in this
document are various measures that may reduce the global warming related impacts of a
project such as reducing water use and encouraging smart land use.

On September 8, 2016, the governor signed Senate Bill 32 (SB 32) into law, extending AB 32 by
requiring the state to further reduce GHGs so they reach 40 percent below 1990 levels by 2030
(the other provisions of AB 32 remain unchanged). According to CARB, reducing GHG
emissions by 40 percent below 1990 levels in 2030 ensures that California will continue its
efforts to reduce carbon pollution and help to achieve federal health-based air quality
standards. Setting clear targets beyond 2020 also provides market certainty to foster investment
and growth in a wide array of industries throughout the state, including clean technology and
clean energy. CARB is currently working to update the Scoping Plan to provide a framework
for achieving the 2030 target. The updated Scoping Plan is expected to be completed and

The Auto Center Specific Plan area is an existing commercial area and the proposed Specific
Plan amendments would not generate additional development in the Specific Plan area beyond
the specific improvements identified above. As such, the proposed project would not conflict
with applicable GHG reduction strategies. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT
VIII. HAZARDS AND HAZARDOUS MATERIALS

-- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? □ □ ■ □

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? □ □ ■ □

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school? □ □ □ ■

d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? □ □ ■ □

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

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

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? □ □ □ ■

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? □ □ □ ■
**Existing Setting**

Hazardous materials include medical and industrial wastes, pesticides, herbicides, radioactive materials, and combustible fuels. Improper use, storage, transport, or disposal of these materials may result in harm to humans, surface or ground water degradation, air pollution, fire, or explosion.

The Auto Center Specific Plan area is bounded to the north by U.S. 101, identified in the General Plan as a route where transportation of hazardous materials is a concern. There are no “brownfields” or other contaminated sites in or near the Specific Plan area. The majority of brownfield sites in Ventura are located in the West Side and North Avenue neighborhoods (Ventura, City of, 2005a).

In Ventura, the City of Ventura Fire Department (VFD) maintains a team specially trained and equipped to respond to hazardous materials emergencies. Additional equipment and personnel for large-scale hazardous materials incidents is available from the County Fire Protection District, the City of Oxnard, and the U.S. Naval Construction Battalion Center in Port Hueneme. The County of Ventura Certified Unified Program Agency (CUPA), or Hazardous Materials Program, provides regulatory oversight for hazardous materials in the Specific Plan area. In addition to conducting annual facility inspections, the CUPA is involved with hazardous materials emergency response, investigation of the illegal disposal of hazardous waste, public complaints, and storm water illicit discharge inspections (Ventura, County of, 2016). VFD compiles and maintains a list of businesses that meet the threshold criteria for use, storage, or disposal of hazardous materials, compressed gases and/or hazardous waste. VFD responds to all hazardous materials calls within the city. The City maintains a hazardous materials (HAZMAT) team at Fire Station 6, located at 10979 Darling Road in Ventura. The HAZMAT team is specially trained and equipped to respond to emergencies involving potentially hazardous materials (Ventura, City of, 2010).

**Discussion of Checklist Answers**

a, b) The proposed changes to the Specific Plan would not create a significant hazard to the public or the environment because signs, road widening, and the undergrounding of utilities have no relation to hazardous materials. The potential for a future auto dealership and related, incidental uses allowed under the Specific Plan to be located on the approximately two acres of land would be subject to any requirements for hazardous materials necessary for a new incidental use, as determined during the review and issuance of a building permit and subject to review by VFD. The Ventura County Hazardous Materials Program regulates hazardous materials frequently transported along U.S. 101, located at the northern boundary of the Specific Plan area. The City does not currently restrict travel ways for hazardous materials transportation. Compliance with the policies and actions set forth in the General Plan, in combination with existing regulations administered by the State of California and Ventura County HAZMAT Program, would reduce impacts associated with hazardous materials to a less than significant level.

**LESS THAN SIGNIFICANT IMPACT**
c) Montalvo Elementary School is the school nearest to the Specific Plan area, at approximately 0.5 mile away. No schools are within 0.25 mile of this area. Uses that involve hazardous materials such as motor vehicle repair and maintenance and paint and body shops are currently allowed under the Auto Center Specific Plan and in the CPD zone. Therefore, adding approximately two acres of land to the Specific Plan area that is currently zoned CPD would not result in an increase in the transportation, use, or disposal of hazardous materials, and no impact to schools would occur.

**NO IMPACT**

d) The California State Water Resources Control Board lists five leaking underground storage tank (LUST) sites listed within the Specific Plan area on its GeoTracker database. All five sites have been cleaned up, and the cases have been closed. One additional privately owned site is identified as historical violator of waste discharge requirements, however, the property owner had since completed in situ remediation (California State Water Resources Control Board, 2016). The California Department of Toxic Substances Control’s online EnviroStor database showed no records of hazardous material sites within the Specific Plan area (Department of Toxic Substances Control, 2016). The CUPA/Hazardous Materials Program provides regulatory oversight for hazardous waste. The Listing of CUPA Facilities and Programs identifies several permitted hazardous waste generator sites with the Specific Plan area. These sites are routinely inspected to ensure compliance with State and Federal laws and regulations, county ordinance code, and local policies (Ventura, County of, 2012).

The improvements facilitated by the proposed amendments would occur on public right-of-way and common areas and would not affect ongoing permitted operations related to the storage of hazardous waste.

**LESS THAN SIGNIFICANT IMPACT**

e, f) The nearest airport is Oxnard Airport, located 3.25 miles to the south of the Specific Plan area, and since the Specific Plan area is not located within two miles of an airport or private airstrip, the proposed amendments would not result in a safety hazard for people residing or working in the area.

**NO IMPACT**

g) The proposed amendments to the Specific Plan would not impair implementation of or otherwise interfere with adopted emergency response plans or emergency evacuation plans. Because the amendments would not increase development potential, create new roads, or change land uses in the area, emergency plans pertinent to the area would not need to be updated to reflect any changes.

**NO IMPACT**

h) The Specific Plan area is not directly adjacent to any hillside areas that would have wildfire risks. The Specific Plan area is located in a developed setting that is not subject to wildland fires. No impact would occur.

**NO IMPACT**
IX. HYDROLOGY AND WATER QUALITY

-- Would the project:

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<td>Violate any water quality standards or waste discharge requirements?</td>
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<td>b)</td>
<td>Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering or 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)?</td>
<td>[ ]</td>
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<td>[■]</td>
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<tr>
<td>c)</td>
<td>Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</td>
<td>[ ]</td>
<td>[ ]</td>
<td>[■]</td>
</tr>
<tr>
<td>d)</td>
<td>Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?</td>
<td>[ ]</td>
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<td>[■]</td>
</tr>
<tr>
<td>e)</td>
<td>Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?</td>
<td>[ ]</td>
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<td>[■]</td>
</tr>
<tr>
<td>f)</td>
<td>Otherwise substantially degrade water quality?</td>
<td>[ ]</td>
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<td>[■]</td>
</tr>
<tr>
<td>g)</td>
<td>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?</td>
<td>[ ]</td>
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<tr>
<td>h)</td>
<td>Place within a 100-year flood hazard area structures which would impede or redirect flood flows?</td>
<td>[ ]</td>
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</tbody>
</table>
IX. HYDROLOGY AND WATER QUALITY

-- Would the project:

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

j) Result in inundation by seiche, tsunami, or mudflow? □ □ □ ■

Existing Setting

Stormwater in the city of Ventura generally drains from the hills to the north and terminates in the Ventura River, Santa Clara River or the Pacific Ocean (Ventura, City of, 2005a). The Ventura County Watershed Protection District (VCWPD) has jurisdiction over and maintains approximately 20 natural barrancas and concrete channels that serve as major drainages in the City. There are no VCWPD controlled water courses within the Auto Center Specific Plan area, but a Ventura County Watershed Protection District “Moon Ditch” drainage channel exists along the northern boundary of Leland Street/Auto Center Drive. A portion of the Specific Plan area is within the FEMA designated 100-year floodplain. (Ventura, City of, 2005b).

The County of Ventura owns and/or maintains local drainage facilities in the city. Most local drainage facilities are designed to convey runoff generated from a 10-year storm event to the storm drain, while city streets convey flows above the 10 year storm. The General Plan has adopted Actions 5.14 and 5.15 to assess and replace failing and/or deficient storm drain systems in areas of new development or where deficiencies or failures exist (Ventura, City of, 2005a).

According to the Los Angeles Regional Water Quality Control Board (RWQCB) Clean Water Act (CWA) 303(d) List of Water Quality Limited Segments, there are no areas in the Specific Plan area where water quality is a concern (State Water Resources Control Board, 2012). Water quality is subject to seasonal variation. Common sources of water quality degradation in the Ventura area include surface runoff from oil fields, agricultural areas, urban land uses, and natural sedimentation. Best management practices (BMP) are typically employed during construction to maintain water quality and must be consistent with anticipated pollutant loads and water quality objectives.

Discussion of Checklist Answers

a) The proposed changes to the Specific Plan would involve limited physical changes to the environment and would not violate any water quality standards or wastewater discharge requirements.
The road widening would result in an increase of approximately 0.5 acres of impervious surface area along approximately 0.8 miles of Auto Center Drive. This increase in impervious surface would require a National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater Permit from Ventura County, as the widening of Auto Center Drive would create more than 10,000 square feet of impervious surface as set by Order No. R4-2010-0108, Section 4.E.II (Ventura, County of, 2015). This permit would require retention or biofiltration BMPs sized to capture or treat the Stormwater Quality Design Volume (or Flow). These BMPs would ensure that the water from the project site would be adequately filtered to maintain existing water quality and would reduce runoff. Thus, while the amendments would lead to an increase in impervious surfaces on the project site, impervious surfaces already characterize the majority of the land surface in the area because it is already built-up or paved. Therefore, pollutants from the increase in impervious surfaces would be minor and incremental compared to existing runoff from impervious surfaces in the project site vicinity; impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

b) The amendments to the Specific Plan do not involve activities or land uses that will deplete groundwater supplies or interfere with groundwater recharge. The amendments are consistent with the General Plan for the intensification and reuse of developed land. The road widening would result in an increase of approximately 0.5 acres of impervious surface area along approximately 0.8 miles of Auto Center Drive. While there will be an increase in impervious surface area, the Specific Plan area would not be completely paved and permeable surfaces would allow for groundwater recharge. In addition, storm water control features on the site would remain the same. Therefore, the increase in impervious surface due to the amendments would not substantially interfere with groundwater recharge and stormwater would continue to be captured for recharge in the storm water drains.

The proposed Specific Plan amendments would add approximately two acres of commercially-zoned land and 0.8 miles of public right-of-way to the Specific Plan area, additional signage, widening of Auto Center Drive, and undergrounding of utilities, and would not increase development within the Specific Plan area. Such activities would not use or otherwise affect groundwater. All land uses within the Specific Plan area would adhere to City policies and actions related to water conservation, water quality, and waste discharge standards.

**LESS THAN SIGNIFICANT IMPACT**

c, d) The Plan area ends approximately 0.4 miles north and northeast of the Santa Clara River. No streams or rivers occur in the Specific Plan area. Therefore, no stream or river would be altered by the proposed amendments and no substantial erosion or siltation would occur. Additionally, the Ventura Auto Center is developed, paved, or landscaped. The proposed Specific Plan amendments would only add approximately two acres of already paved commercially-zoned land and 0.5 acres of public right-of-way into the Specific Plan area, additional signage, widening of Auto Center Drive by 5 feet, and undergrounding of utilities, and would not increase development within the Specific Plan area. The applicant would be required to comply with a project-specific Stormwater Pollution Prevention Plan (SWPPP) during project construction because the project is over one acre in size, which requires the
implementation of BMPs. Construction BMPs may include plastic covering of unprotected areas, removal of any sediments tracked offsite, and use of temporary sediment barriers.

These facilities would not substantially increase the amount of impervious surface on the project site. However, impervious surfaces are the majority of the land surface within the area because it already built-up or paved water and drainage would not be substantially altered. In addition, storm water control features in the Specific Plan area would remain the same, thus ensuring proper drainage of the area. The proposed amendments’ impact on drainage patterns would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

e) With the exception of the 5-foot wide strip to the north of Leland Street/Auto Center Drive, the 67.2 gross acre Specific Plan area is already built-up or paved. The proposed Specific Plan amendments would result in an increase of approximately 0.5 acres of impervious surface area by widening Auto Center Drive. The additional paved area would be located adjacent to an existing paved road.

An increase in paved area in the Specific Plan area would incrementally contribute to additional runoff. However, this additional runoff that would not exceed the capacity of the existing drainage system. In addition, pollutants from the increase in impervious surfaces would be minimal compared to existing runoff from impervious surfaces surrounding Specific Plan area. The proposed amendments would not create or contribute to runoff which would exceed the capacity of existing or planned storm water drainage systems, nor provide a substantial additional source of polluted runoff. The proposed amendments’ impact on drainage and runoff patterns would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

f) Regulations under the Federal CWA require compliance with the NPDES general construction storm water permit for projects that would disturb an area greater than one acre. Compliance with the NPDES permit requires preparation of a SWPPP that contains BMPs to control discharge of pollutants including sediment into local surface water drainage. In addition, the Ventura County Post-Construction Stormwater Management Plan requires new development and redevelopment projects to implement various BMPs to minimize the amount of pollutants entering surface waters. The proposed Specific Plan amendments would only facilitate additional signage, widening of Auto Center Drive by 5 feet, and undergrounding of utilities, and would not significantly increase development within the Specific Plan area. Nevertheless, implementation of NPDES and related standards would ensure that impacts to water quality would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

g, h, i) The Santa Clara River is located approximately 0.4 miles from the Specific Plan area. A portion of the Specific Plan area is within the FEMA designated 100-year floodplain. No occupied structural development is proposed as part of the Specific Plan amendments, as they would only facilitate additional signage, widening of Auto Center Drive, and undergrounding of utilities. The placement of signage and the widening of Auto Center Drive would not impede or redirect flood flow, nor would it expose people or structures to flooding.

**NO IMPACT**
j) The Ventura Auto Center Specific Plan area is outside of the tsunami risk area as identified by the California Geological Survey (California Emergency Management Agency, 2009). The proposed amendments to the Specific Plan would have no impacts related to seiche or tsunami risks. The Specific Plan area is located south and downhill from the city’s hillsides, however, the Specific Plan boundary is approximately three miles south of the City’s Hillside Management Program area. This distance substantially reduces the vulnerability to mudflows or landslides. Regardless, the proposed Specific Plan amendments would only facilitate additional signage, widening of Auto Center Drive, and undergrounding of utilities. Such facilities would not increase exposure of people to these hazards.

**NO IMPACT**

<table>
<thead>
<tr>
<th>Potentially Significant Impact</th>
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<th>Less than Significant Impact</th>
<th>No Impact</th>
</tr>
</thead>
</table>

**X. LAND USE AND PLANNING**

-- Would the project:

a) Physically divide an established community? □ □ □ ■

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

c) Conflict with an applicable habitat conservation plan or natural community conservation plan? □ □ □ ■

**Existing Setting**

The Auto Center Specific Plan area is in the North Bank community of the City of Ventura. The General Plan describes North Bank as, “a combination of automobile retail, regulated by the Auto Center Specific Plan, and industrial/business park uses.” As stated in the General Plan, the City’s goal for the Auto Center is to make “the area a regional retail destination. The City will strengthen its partnership with Auto Center dealers to realize beautification projects and facilitate land use entitlements for additional dealerships, as well as nurture creative partnerships to discover potential for unique attractions of regional interest.” The City’s Economic Development Strategy calls for consolidation of auto dealers to the Auto Center. The existing automobile sales uses in the area are compatible with the Specific Plan and the Commercial zone district land use designations. No other uses are present in the Specific Plan area.
Discussion of Checklist Answers

a) The proposed amendments to the Specific Plan would not involve any significant new development. The proposed new signs and road widening would not divide an existing community.

**NO IMPACT**

b) The Specific Plan amendments would help further the goals of the General Plan and the Economic Development Strategy. The allowance of an updated freeway sign (compared to the previously authorized freeway sign) and the replacement of the aging existing sign are intended to increase Auto Center signage and city identification at its easternmost gateway.

The Specific Plan amendments introduce signage that is otherwise prohibited pursuant to Municipal Code Sec. 24.420.270, as some of the proposed signs would be located in public rights-of-way and would be larger than allowed under the Sign Regulations. Pole signs are currently allowed subject to a Use Permit located either 1) within 250 feet of a freeway right-of-way, or 2) adjacent to a public street right-of-way such that a portion of the opposite side of the street right-of-way is within 250 feet of a freeway right-of-way. Impact would be reduced to less than significant provided future signs comply with the proposed sign program.

A portion of a 5.9-acre parcel (APN 138-0-230-760) would be added to the Specific Plan area. The entire parcel is paved and used as a parking lot for an auto dealership. There are no public roads that provide access to the lot, and access is provided through an internal circulation system on adjacent auto dealership land. No development, adjustments to the property boundaries, or new access roads are proposed. The parcel would continue to be used as a parking lot.

The amendments would prohibit used vehicle dealerships as a primary use, which is currently permitted subject to an approved use permit. One used vehicle dealership is in the Auto Center Specific Plan area and would become legal, nonconforming, but would not be in conflict with applicable land use plans. Impacts would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

c) The Specific Plan area lacks native vegetation that might otherwise provide habitat for any sensitive or special status species identified in any regulations. No riparian habitat or other sensitive natural community occurs within the Specific Plan area, which is not within any habitat conservation area and is not subject to an adopted habitat conservation plan or local ordinance pertaining to biological resource protection. The proposed Specific Plan amendments and would not increase development in the Specific Plan area. No impacts to a habitat conservation plan or natural community conservation plan would occur.

**NO IMPACT**
### XI. MINERAL RESOURCES

**-- Would the project:**

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? □ □ □ ■
- b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? □ □ □ ■

**Existing Setting**

There are no known mineral resources in or near the Auto Center Specific Plan Area.

**Discussion of Checklist Answers**

a, b) The proposed amendments to the Auto Center Specific Plan do not apply to areas known to contain any mineral resources.

**NO IMPACT**

### XII. NOISE

**-- Would the project result in:**

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? □ □ ■ □
- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels? □ □ ■ □
- c) A substantial permanent increase in ambient noise levels above levels existing without the project? □ □ ■ □
- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? □ □ ■ □
XII. NOISE

-- Would the project result in:

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

□ □ □ ■

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

□ □ □ ■

Existing Setting

According to the Ventura General Plan, the major exterior noise source in the vicinity of the Ventura Auto Center Specific Plan area is vehicle traffic. The Specific Plan area is bounded to the north by U.S. 101 and the Southern Pacific Railroad. As provided in the General Plan EIR, traffic on this major highway generates Community Noise Equivalent Levels (CNEL)\(^1\) greater than 75 decibels (dBA)\(^2\) which are generally confined to the highway and its immediate surroundings.

Discussion of Checklist Answers

a, c) There are no noise-sensitive uses in or adjacent to the Specific Plan area. The proposed improvements would not facilitate increased development. The increased width of Auto Center drive would not increase traffic as no additional travel lanes would be added. While the new signs are intended to generate more customers to the automobile dealerships by making their presence more visible from the freeway, it is anticipated that those potential new customers would be on the freeway regardless, and the signs would not increase freeway traffic. Therefore, the proposed amendments would not substantially affect noise levels in the area. Since the noise associated with the Specific Plan amendments would fall below City noise thresholds and no sensitive uses would be affected, the impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b, d) Construction activities related to the proposed signage program and paving activities would be the most likely source of ground-borne vibration or ground-borne noise levels to

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\(1\) CNEL is the energy-averaged sound level measured over a 24-hour period, with a 10-dB penalty assigned to noise events occurring between 10:00 P.M. and 7:00 A.M., and an additional 5-dB penalty for noise during the evening (7:00 P.M. to 10:00 P.M.).

\(2\) dBA (A-weighted decibel scale) emphasizes the range of sound frequencies that are most audible to the human ear (between 1,000 and 8,000 Hertz).
nearby receptors and would cause a temporary or periodic increase in ambient noise levels in the project vicinity. However, these activities would be temporary in nature, and the City’s Noise Ordinance (Sect. 10.650.150) allows for exemption of construction activities from the established noise standards during the hours of 7 a.m. and 8 p.m. There are no sensitive receptors in the Specific Plan vicinity. The nearest residences are located across U.S. 101, approximately 1,000 feet North of the Specific Plan area.

As shown in Table 3, the noise level associated with heavy equipment typically ranges from about 76 to 89 dBA at 50 feet from the source. Such noise levels can be disturbing, particularly to noise-sensitive uses such as residences, schools, and hospitals. The grading/excavation phase of construction tends to create the highest construction noise levels because of the operation of heavy equipment.

<table>
<thead>
<tr>
<th>Equipment Onsite</th>
<th>Average Noise Level at 50 Feet</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Compressor</td>
<td>81 dBA</td>
</tr>
<tr>
<td>Concrete Mixer</td>
<td>85 dBA</td>
</tr>
<tr>
<td>Saw</td>
<td>76 dBA</td>
</tr>
<tr>
<td>Scraper</td>
<td>89 dBA</td>
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</table>

*Source:* (Miller Inc., 2006)

Individual construction projects associated with the sign installation and roadway paving would be expected to generate noise levels similar to those shown in Table 3. Such levels would potentially exceed ambient noise levels given that ambient noise in the area is typically within 60 - 75 dBA, but would be temporary and limited to daytime hours (Ventura, City of, 2005a). Moreover, there are no noise or vibration sensitive uses in the vicinity of the Specific Plan area. Assuming compliance with the City’s Noise Ordinance for hours of construction, 7 a.m. to 8 p.m., ground borne vibration and noise and the temporary increase in noise levels associated with construction activities would be less than significant.

**LESS THAN SIGNIFICANT IMPACT**

e, f) The Ventura Auto Center is not located within two miles of a public airport or public use airport or in the vicinity of a private airstrip. The nearest airport is Oxnard Airport, which is located 3.25 miles south of the Specific Plan area. Therefore, the project would have no impact relative to airport noise.

**NO IMPACT**
XIII. POPULATION AND HOUSING

-- Would the project:

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

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? □ □ □ ■

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? □ □ □ ■

Existing Setting

The Auto Center Specific Plan area is developed with automobile retail uses. No residential uses are permitted in the Specific Plan area. The nearest residential development is located a traveling distance of approximately 0.25 miles to the north from the Specific Plan area, on the other side of U.S. 101.

Discussion of Checklist Answers

a-c) The proposed changes to the Specific Plan involve limited physical changes to the environment. APN 138-0-230-760, a portion of which would be added to the Specific Plan area, is currently zoned for commercial use and would not be subdivided as part of the project, and is already used as part of the Auto Center. The amendment would not facilitate the establishment of additional businesses, and would not create any population and housing related impacts to the Specific Plan area or the surrounding vicinity.

NO IMPACT
**XIV. PUBLIC SERVICES**

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

i) Fire protection? □ □ □ ■

ii) Police protection? □ □ □ ■

iii) Schools? □ □ □ ■

iv) Parks? □ □ □ ■

v) Other public facilities? □ □ ■ □

**Existing Setting**

The City of Ventura provides public services to the Ventura Auto Center. The City of Ventura Fire Department provides emergency and non-emergency fire and protection services, including fire response, emergency medical response, hazardous materials response, and public assistance. Non-emergency services include fire and life safety inspections, building inspections, fire code investigations, code compliance and public education. The City of Ventura Police Department provides a variety of law enforcement and community services within City jurisdictional limits, including the Ventura Auto Center.

The Buenaventura Golf Course is located approximately 0.5 mile from the Specific Plan area. The nearest school is Montalvo Elementary School, which is approximately 0.5 mile from the Ventura Auto Center.

**Discussion of Checklist Answers**

a (i–iv) The proposed changes to the Ventura Auto Center Specific Plan would involve limited physical changes to the environment and would not affect public services in the Specific Plan area or vicinity.
A portion of a 5.9-acre parcel would be added to the Specific Plan area. The entire parcel is paved and is used as a parking lot for an auto dealership. There are no public roads that provide access to the lot, and access is provided through an internal circulation system on adjacent auto dealership land. No development, adjustments to the property boundaries, or new access roads are proposed. The site would continue to be used as a parking lot.

**NO IMPACT**

a (v) The widening of Leland Street/Auto Center Drive would widen existing vehicular lanes and create a parkway, and no new vehicular lanes would be added. The widening is intended to enhance safety by increasing vehicular clearance. For the widening to occur, the applicant would seek permit approval from the Ventura County Watershed Protection District to encroach into a Ventura County Watershed Protection District-owned embankment that is part of Moon Ditch. County review and issuance of permits would ensure that alterations would not cause flooding, erosion, or impairment of flood control infrastructure (Ventura County Watershed Protection District, 2013).

No new or expanded public services would be needed as a result of the proposed Specific Plan amendments.

**LESS THAN SIGNIFICANT IMPACT**

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**XV. RECREATION**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? □ □ □ ■

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? □ □ □ ■

**Existing Setting**

No parks are located within the Ventura Auto Center Specific Plan area. The Santa Clara River is located approximately 375 feet to the west of the Specific Plan area. The Buenaventura Golf Course is located approximately 0.5 miles from the Specific Plan area.

**Discussion of Checklist Answers**

a, b) The proposed changes to the Specific Plan would not increase the local population, nor would it physically affect parks. The amendments would not affect any existing recreational
facilities or increase the demand for recreational facilities. Therefore, the amendments to the Specific Plan would have no impact on parks or recreational facilities.

**NO IMPACT**

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XVI. TRANSPORTATION/TRAFFIC

-- Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit? □ □ □ ■

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

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? □ □ □ ■

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)? □ □ ■ □

e) Result in inadequate emergency access? □ □ □ ■

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

**Existing Setting**

The primary road in the Specific Plan area is Leland Street/Auto Center Drive, which runs along the northern edge of the Specific Plan boundary area. Auto Center Drive runs parallel and to the south of U.S. 101. Primary vehicular access to the area is via U.S. 101 from Johnson Drive, with additional access off Olivas Park Drive, a secondary arterial, and two lane connectors such
as Leland Street and Golf Course Drive. In the Specific Plan area, Hofer Drive and Perkin Avenue run in a north-south direction, connecting Auto Center Drive to King Drive.

Ventura Intercity Service Transit Authority (Vista) provides public transit service (Ventura, City of, 2005b). A rail line that serves Amtrak and Metrolink runs parallel to Auto Center Drive. The East Ventura Metrolink station is located a traveling distance of approximately 1.4 miles from Auto Center Drive.

Sidewalks exist on all streets in the Auto Center Specific Plan area, but no sidewalks are located on the north side of Auto Center Drive. No bicycle facilities exist in the Specific Plan area.

**Discussion of Checklist Answers**

a, b, e, f) The amendments proposed for the Specific Plan do not conflict with the General Plan, ordinances, or other adopted documents. The proposed Specific Plan amendments would not increase development or vehicles trips to or within the Specific Plan area. The proposal to allow for a 5-foot widening of Leland Street/Auto Center Drive would increase the width of both travel lanes from 11 feet to 12 feet and would widen the center turn lane from 10 feet to 13 feet. In total, Leland Street/Auto Center Drive would be widened from 48 feet to 53 feet. The widening would not conflict with the City Roadway Classification Plan or emergency access, nor would the amendment affect level of service or traffic demand, public transit, bikeways, or pedestrian facilities. No impacts would occur.

**NO IMPACT**

c) No airports are located in or near the Specific Plan area. Implementation of the proposed amendments to the Specific Plan would not affect air traffic at any of the airports in Ventura County or at any other airport within the region.

**NO IMPACT**

d) The proposed widening of Auto Center Drive is intended to improve safety by creating a buffer of one foot for each travel lane and 3 feet for the center left-turn lane. Therefore, the road widening would not increase hazards.

The California Department of Transportation (Caltrans) regulates the placement of outdoor advertising displays that are visible from California highways and requires permit approval prior to sign installation. Regulations pertain to allowed location, proximity to other billboards (digital and traditional), frequency of message changes, illumination, and prohibition of animation (Caltrans, 2014).

The amendments to the sign program would allow two new 6-foot high monument signs on Perkin Avenue and Olivas Park Drive. Because the monument signs would be setback 20 feet from the edge of curb, they would not interfere with pedestrian or vehicular traffic visibility. Two triangular monument signs on Perkin Avenue and Auto Center Drive would also be replaced with two six-foot high rectangular monument signs 16 feet from the edge of curb. The height of the existing signs is a maximum of six feet and slope down towards Auto Center Drive. The new rectangular signs would be six feet high across the entire width of the sign and would be higher overall than the existing signs. The replacement signs would not interfere with
pedestrian or vehicular traffic visibility because stop signs control traffic in all directions at this intersection, and the stop sign limit line is beyond the edge of the sign. A new 82-foot tall freeway sign, with an illuminated screen area approximately 20 feet high and 60 feet wide would be visible to motorists traveling both directions on U.S. 101. By comparison, the existing Specific Plan allows a 95-foot high freeway sign with a smaller screen area. The Auto Center Specific Plan includes language requiring compliance with Federal and California state regulations for all signs visible from U.S. 101. Pursuant to Caltrans standards, permitted advertisements would not include movement such as animation, flashing, scrolling, intermittent or full-motion video. Mitigation Measures AES-1 and AES-2 also require standards for brightness of electronic signs and prohibits animation, flashing, scrolling, etc., and requires City approval of the sign brightness. Therefore, the new signs would not substantially increase traffic hazards, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

<table>
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</table>

XVII. TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in a Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 2024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significant of the resource to a California Native American tribe.

Tribal cultural resources are defined in Public Resources Code 21074 as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either:
• Included or determined to be eligible for inclusion in the California Register of Historical Resources
• Included in a local register of historical resources as defined in subdivision (k) of Section 5020.1.

Discussion of Checklist Answers

a, b) No tribal cultural resources were identified during Native American scoping efforts. However, as the project includes ground disturbing activities, project implementation could affect unknown tribal cultural resources, and mitigation is required to ensure that potential impacts to tribal cultural resources are reduced to a less than significant level.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

Mitigation Measure

TCR-1: Unanticipated Discovery of Tribal Cultural Resources. In the event that archaeological resources of Native American origin are identified during project construction, a qualified archaeologist will consult with the City to begin Native American consultation procedures. As part of this process, it may be determined that archaeological monitoring may be required; a Native American monitor may also be required in addition to the archaeologist.
XVIII. UTILITIES AND SERVICE SYSTEMS

-- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? □ □ □ ■

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? □ □ □ ■

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? □ □ □ ■

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

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments? □ □ □ ■

f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs? □ □ □ ■

g) Comply with federal, state, and local statutes and regulations related to solid waste? □ □ □ ■

Existing Setting

The City of Ventura provides sewer and water service to approximately 98 percent of the city residences and buildings, including those in the Ventura Auto Center. Users generate approximately 9 million gallons of wastewater per day that are carried by approximately 290 miles of gravity sewers, approximately 10 miles of force mains and 11 lift stations to the Ventura Water Reclamation Facility. Approximately every five years, the Los Angeles Regional Water Quality Control Board (Regional Board) updates the Waste Discharge Requirements and NPDES permit that outlines the conditions for managing the water cleaned by the Ventura Water Reclamation Facility. The current permit was adopted by the Regional Board on
November 7, 2013 with the requirement to condition additional estuary studies (Ventura, City of, 2016).

The City of Ventura works collaboratively with the Ventura County Watershed Protection District, the County of Ventura, and other cities throughout the county to meet clean water regulations as part of the Countywide Stormwater Program. Each of these public entities operates separate municipal storm drain systems and discharge storm water under the Ventura Countywide Stormwater MS4 permit.

In June 2016 the City adopted an ordinance that keeps developed water at net zero, where any new or intensified development is required to offset any new demand or pay a $26,457 acre foot fee per year for additional demand (Ventura, City of, 2016).

The majority of waste is sent to the Toland Road Landfill, which is managed by the Ventura Regional Sanitation District. Waste can also be sent to the Simi Valley Landfill, managed by Waste Management. These are both permitted non-hazardous waste landfills and are able to handle increased capacities if needed. Toland Road Landfill has 21,983,000 cubic yards of its 30,000,000 permitted cubic yards available, while Simi Valley Landfill has its full permitted capacity of 119,600,000 cubic yards available (CalRecycle, 2016).

Discussion of Checklist Answers

a-g) The proposed changes to the Ventura Auto Center Specific Plan would not affect water demand or increase wastewater or solid waste generation because they would not increase development or vehicles trips to or in the fully built out plan area. Moreover, the City of Ventura General Plan EIR concluded that there would be no significant impacts on utilities, including water, from development intensification in the North Bank area including the Auto Center (Ventura, City of, 2005b).

NO IMPACT

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XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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

□ □ □ □
XIX. MANDATORY FINDINGS OF SIGNIFICANCE

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

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Discussion of Checklist Answers

a) Because the Ventura Auto Center is entirely developed and urbanized, the proposed amendments to the Ventura Auto Center Specific Plan, including the addition of 3.36 acres of previously graded and/or paved land, do not have the potential to substantially reduce habitat of a fish or wildlife species, cause a species 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. As discussed previously in the Biological Resources sections, biological resources in the Auto Center area are limited. As discussed in the Cultural Resources and Tribal Cultural Resources section, the potential for the recovery of cultural resources is always a possibility during ground disturbing activities. Mitigation Measures CR-1 through CR-3, and TCR-1 have been included to mitigate potential impacts to examples of major periods of California history or prehistory to less than significant levels.

POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED

b) The proposed amendments to the Center Specific Plan would not contribute to any cumulative impacts, as discussed throughout this Initial Study. The Specific Plan is already a fully developed, urbanized area. The proposed amendments would not result in any development opportunities above what is currently allowed by existing standards for the Auto Center and surrounding area. Therefore, the proposed amendments would not contribute to any cumulative impacts in or around the city of Ventura.

NO IMPACT

c) The proposed amendments to the Specific Plan would not result in impacts that would directly or indirectly cause substantial adverse effects on human beings. Projects developed
under the amendments to the Specific Plan could potentially have short-term adverse effects on human beings, such as during construction activities (e.g., noise, dust), but none of these impacts would be long-term or significant.

LESS THAN SIGNIFICANT IMPACT
REFERENCES


Southern California Association of Governments. (2012). *2012-2035 Regional Transportation Plan Sustainable Communities Strategy.* SCAG.

Ventura County Air Pollution Control District. (2003). *Ventura County Air Quality Assessment Guidelines*.


Ventura County Air Pollution Control District. (2011). *Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County*.


Ventura, City of. (2005b). *City of Ventura General Plan EIR*. Ventura, City of.


Appendix A

CalEEMod Construction Results
1.0 Project Characteristics

1.1 Land Usage

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<tr>
<th>Land Uses</th>
<th>Size</th>
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<th>N2O Intensity (lb/MWhr)</th>
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1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Auto Center Drive widening for ROW

Construction Phase -

Off-road Equipment -

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2.0 Emissions Summary
### 2.1 Overall Construction (Maximum Daily Emission)

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<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
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<th>Total CO2</th>
<th>CH4</th>
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#### Mitigated Construction

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### 2.2 Overall Operational

#### Unmitigated Operational

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3.0 Construction Detail

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Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0.75

Acres of Paving: 1

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

OffRoad Equipment
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### Trips and VMT

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### 3.1 Mitigation Measures Construction
### 3.2 Site Preparation - 2017

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### 3.3 Grading - 2017

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#### Mitigated Construction Off-Site

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### 3.4 Paving - 2017

#### Unmitigated Construction On-Site

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<th>SO2</th>
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<th>Exhaust PM10</th>
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<th>Exhaust PM2.5</th>
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<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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<tbody>
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#### Unmitigated Construction Off-Site

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<th>SO2</th>
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<th>Exhaust PM10</th>
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### 3.4 Paving - 2017

#### Mitigated Construction On-Site

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<th>Total CO2</th>
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<th>CO2e</th>
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#### Mitigated Construction Off-Site

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<th>CO2e</th>
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<tr>
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### 4.0 Operational Detail - Mobile
### 4.1 Mitigation Measures Mobile

<table>
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<tr>
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<th>ROG</th>
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### 4.2 Trip Summary Information

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<th>Average Daily Trip Rate</th>
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<td>Sunday</td>
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<td>Other Non-Asphalt Surfaces</td>
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<td>Total</td>
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### 4.3 Trip Type Information

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<th>Trip Purpose %</th>
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<td>H-S or C-C</td>
<td>H-O or C-NW</td>
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<td>Other Non-Asphalt Surfaces</td>
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### 4.4 Fleet Mix

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<th>MDV</th>
<th>LHD1</th>
<th>LHD2</th>
<th>MHD</th>
<th>HHD</th>
<th>OBUS</th>
<th>UBUS</th>
<th>MCY</th>
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5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

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<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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</thead>
<tbody>
<tr>
<td>NaturalGas Mitigated</td>
<td>0.0000</td>
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</table>
### 5.2 Energy by Land Use - NaturalGas

#### Unmitigated

| Land Use          | 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 |
|-------------------|----------------|-------|-------|-------|-------|---------------|--------------|============|----------------|---------------|-------------|----------|----------|-----------|------|-----|------|
| Other Non-Asphalt Surfaces | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total             | 0.0000         | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

#### Mitigated

| Land Use          | 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 |
|-------------------|----------------|-------|-------|-------|-------|---------------|--------------|============|----------------|---------------|-------------|----------|----------|-----------|------|-----|------|
| Other Non-Asphalt Surfaces | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |
| Total             | 0.0000         | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000         | 0.0000       | 0.0000     | 0.0000         | 0.0000       | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 | 0.0000 |

### 6.0 Area Detail

#### 6.1 Mitigation Measures Area
### 6.2 Area by SubCategory

**Unmitigated**

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<th>SO2</th>
<th>Fugitive PM10</th>
<th>Exhaust PM10</th>
<th>PM10 Total</th>
<th>Fugitive PM2.5</th>
<th>Exhaust PM2.5</th>
<th>PM2.5 Total</th>
<th>Bio- CO2</th>
<th>NBio- CO2</th>
<th>Total CO2</th>
<th>CH4</th>
<th>N2O</th>
<th>CO2e</th>
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6.2 Area by SubCategory

Mitigated

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7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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<th>Equipment Type</th>
<th>Number</th>
<th>Hours/Day</th>
<th>Days/Year</th>
<th>Horse Power</th>
<th>Load Factor</th>
<th>Fuel Type</th>
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10.0 Stationary Equipment

Fire Pumps and Emergency Generators
### 11.0 Vegetation

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<th>Equipment Type</th>
<th>Number</th>
<th>Hours/Day</th>
<th>Hours/Year</th>
<th>Horse Power</th>
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<th>Boiler Rating</th>
<th>Fuel Type</th>
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**Auto Center Specific Plan Amendments - Ventura County, Winter**

**CalEEMod Version:** CalEEMod.2016.3.1  **Date:** 3/31/2017 3:04 PM

**PC - 110**
Appendix B

Mitigation Monitoring and Reporting Program
MITIGATION MONITORING AND REPORTING PROGRAM

1.1 OVERVIEW

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Ventura Auto Center Specific Plan Amendment (Project), proposed in the City and County of Ventura, California. Public Resources Code Section 21081.6(a) requires that a Lead Agency adopt an MMRP prior to approving a project in order to mitigate or avoid potentially significant impacts that have been identified. The purpose of the MMRP is to ensure that the required mitigation measures identified are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the Initial Study/Mitigated NegativeDeclaration (MND) for the Project. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification.

1.2 ROLES AND RESPONSIBILITIES

Unless otherwise specified herein, the Project applicant is responsible for taking all actions necessary to implement the mitigation measures according to the provided specifications and for demonstrating that each action has been successfully completed. The Project applicant, at its discretion, may delegate implementation responsibility or portions thereof to a licensed contractor.

The following table will be used as the checklist to determine compliance with each required mitigation measure.
### AESTHETICS

**AES-1. Electronic Sign Brightness.**
The Auto Center Specific Plan shall include the following standards for the Auto Center freeway sign and Auto Center entry sign:

- Lighting levels on the digital sign shall not exceed 0.3 foot candles above ambient light from a distance of 250 feet, as measured according to standards of the Outdoor Advertising Association of America.
- Brightness shall not exceed 800 nits (candela per square meter) from sunset to sunrise. At all other times, brightness will not exceed 7,500 nits.
- Illumination shall be directed such that minimal light spill will occur on either side or the top or bottom of the sign face.
- A light sensor shall be installed with the sign to measure ambient light levels and to adjust light intensity to respond to such conditions. The light sensor adjusts the sign’s brightness in order to compete with ambient light. The darker the surrounding ambient light, the less bright the sign is.
- The sign shall not display any moving, flashing, scrolling, fading, brightening or animated text or video.
- Signage shall be controlled remotely and include remote maintenance software.
- LED lighting has a directional nature, and the projected viewing angle values for this sign shall be ± 30° vertically and ± 60° horizontally. Louvers shall be located above each row of lights to prevent light from projecting upward into the sky.

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
<th>Action Required</th>
<th>Monitoring Timing</th>
<th>Monitoring Frequency</th>
<th>Responsible Agency or Party</th>
<th>Compliance Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>AES-1. Electronic Sign Brightness.</td>
<td>Review the Auto Center Specific Plan to verify inclusion of the required standards.</td>
<td>Prior to adoption of the Auto Center Specific Plan Amendment</td>
<td>Once</td>
<td>City of San Buenaventura Community Development Department</td>
<td></td>
</tr>
</tbody>
</table>
### AES-2. City Approval of Brightness.
Within 14 days of the freeway sign being operational, the applicant shall submit to the satisfaction of the Community Development Director the following information:
- A third-party test conducted after installation to verify that the billboard complies with the requirements not to exceed 0.3 foot-candle above ambient light at 250 feet from the face of the freeway sign. If the value exceeds industry standards, additional lighting output reduction shall be required until the 0.3 foot-candle requirement is satisfied.

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
<th>Action Required</th>
<th>Monitoring Timing</th>
<th>Monitoring Frequency</th>
<th>Responsible Agency or Party</th>
<th>Compliance Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>AES-2. City Approval of Brightness.</td>
<td>Review the results of the required test to verify compliance with lighting limitations and review of subsequent test results as necessary.</td>
<td>Within 14 days of the freeway sign being operational.</td>
<td>Within 14 days of operation, annually, and as required by City staff (after maintenance, malfunctions, multiple complaints)</td>
<td>City of San BuenavVentura Community Development Department</td>
<td></td>
</tr>
</tbody>
</table>

### CULTURAL RESOURCES

### CUL-1. Unanticipated Discovery of Cultural Resources.
If cultural resources are encountered during ground-disturbing activities, work in the immediate area must halt and the find must be evaluated by a qualified archaeologist. Depending upon the nature of the find, if the discovery proves to be potentially significant under CEQA, as determined by a qualified archaeologist, additional work such as on site monitoring by a qualified archaeologist and/or Native American Tribal representative, data recovery excavation, avoidance of the area of the find, documentation, testing, data recovery, reburial, archival review and/or transfer to the appropriate museum or educational institution, or other appropriate actions may be warranted at the discretion of a qualified archaeologist.

<table>
<thead>
<tr>
<th>Mitigation Measure</th>
<th>Action Required</th>
<th>Monitoring Timing</th>
<th>Monitoring Frequency</th>
<th>Responsible Agency or Party</th>
<th>Compliance Verification</th>
</tr>
</thead>
<tbody>
<tr>
<td>CUL-1. Unanticipated Discovery of Cultural Resources.</td>
<td>Verify that all work has been suspended if cultural resources or any artifact or an unusual amount of bone, or shell is encountered during construction until the find can be evaluated by a qualified archaeologist. If the resources are found to be of Native American cultural material, verify that a Native American representative has been retained.</td>
<td>Upon any discovery of cultural resources.</td>
<td>As necessary throughout construction.</td>
<td>City of San BuenavVentura Community Development Department</td>
<td></td>
</tr>
<tr>
<td>Mitigation Measure</td>
<td>Action Required</td>
<td>Monitoring Timing</td>
<td>Monitoring Frequency</td>
<td>Responsible Agency or Party</td>
<td>Compliance Verification</td>
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<td>---------------------------</td>
<td>------------------------</td>
</tr>
<tr>
<td>CUL-2. Human Remains.</td>
<td>Verify that work has been suspended if human remains are uncovered. If the resources are found to be of Native American cultural material, verify that the Native American Heritage Commission has been notified.</td>
<td>Upon any discovery of human remains</td>
<td>As needed throughout construction</td>
<td>City of San Buenaventura Community Development Department</td>
<td></td>
</tr>
</tbody>
</table>

**TRIBAL CULTURAL RESOURCES**

| TCR -1. Unanticipated Discovery of Tribal Cultural Resources. | If resources of Native American origin are uncovered, verify that Native American consultation has been conducted. If needed, verify that a Native American monitor has been retained. | Upon any discovery of Native American resources | As needed throughout construction | City of San Buenaventura Community Development Department | |