Draft Environmental Impact Report

# Tapo-Alamo Street Project

PD-S-1045/TP-S-685/AHA-R-061
SCH# 2018051058

PREPARED FOR:

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June 2019

# TAPO-ALAMO STREET PROJECT

## DRAFT ENVIRONMENTAL IMPACT REPORT
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*Prepared for:*

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**ACRONYMNS**

| | |
|---|---|
| AAQS | National Ambient Air Quality Standards |
| AB | Assembly Bill |
| ACM | Asbestos Containing Material |
| ADA | Americans with Disabilities Act |
| ADT | average daily trips |
| AFY | acre-feet per year |
| AIM | Advance Infrastructure Mitigation |
| AMR | American Medical Response |
| APSs | alternative planning strategies |
| AQMP | Air Quality Management Plans |
| ARB | Air Resources Board |
| BMP | best management practices |
| CAA | Federal Clean Air Act |
| CAAQS | California ambient air quality standards |
| CAFE | Corporate Average Fuel Economy |
| Cal EPA | California Environmental Protection Agency |
| CAL FIRE | California Department of Forestry and Fire Regulation |
| Cal/EPA | California Environmental Protection Agency |
| CalARP | California Accidental Release Prevention |
| CALGreen | California Green Building Standards |
| Caltrans | California Department of Transportation |
| CAMUTCD | California Manual of Uniform Traffic Control Devices |
| CAP | City's Climate Action Plan |
| CARB | California Air Resources Board |
| CAT | California Climate Action Team |
| CBIA v. BAAQMD | *California Building Industry Association v. Bay Area Air Quality Management District* |
| CCAA | California Clean Air Act |
| CCAR | California Climate Action Registry |
| CCR | California Code of Regulations |
| CEC | California Energy Commission |
| CEQA | California Environmental Quality Act |
| CERCLA | Comprehensive Environmental Response, Compensation, |
| CFR | Code of Federal Regulations |
| CGC | California Government Code |
| $CH_4$ | methane |
| CMA | Congestion Management Agency |
| CMP | Congestion Management Plan |
| CMWD | Calleguas Municipal Water District |
| CNEL | Community Noise Equivalent Level |
| CO | carbon monoxide |
| $CO_2$ | carbon dioxide |
| $CO_2e$ | carbon dioxide equivalents |
| CPD | Commercial Planned Development |
| CRA | Colorado River Aqueduct |
| CUPA | Certified Unified Program Agencies |
| CURB | City Urban Restriction Boundary |
| dB | Decibel |
| dBA | A-weighted decibel, a measure of sound |

| | |
|---|---|
| DOF | California Department of Finance |
| EIR | Environmental Impact Report |
| EO | executive order |
| EOA | Exclusive Operating Area |
| EPA | U.S. Environmental Protection Agency |
| ESA | Environmental Site Assessment |
| FEMA | Federal Emergency Management Agency |
| FHSZ | Fire Hazard Severity Zones |
| GHG | greenhouse gas |
| gpd/acre | gallons per day per acre |
| GWP | global warming potential |
| HCM | Highway Capacity Manual |
| HFCs | hydrofluorocarbons |
| HMGP | Hazard Mitigation Grant Program |
| HMIS | Hazardous Materials Inventory Statement |
| HVAC | Heating, Ventilated, and Air Conditioning |
| ICU | Intersection Capacity Utilization |
| in/sec | inches per second |
| IPCC | Intergovernmental Panel on Climate Change |
| ITE | Institution of Transportation Engineers |
| LBP | Lead-Based Paint |
| Ldn | Day-Night Average Level |
| Leq | Equivalent Noise Level |
| LOS | Level of Service |
| LRA | Local Responsibility Area |
| MLD | Most Likely Descendant |
| MMT | million metric tons |
| MND | Mitigated Negative Declaration |
| Mpg | miles per gallon |
| mph | Miles Per Hour |
| MPOs | metropolitan planning organizations |
| MU | Mixed Use |
| MWD | Metropolitan Water District |
| $N_2O$ | nitrous oxide |
| NAAQS | national ambient air quality standards |
| NAHC | California Native American Heritage Commission |
| NESHAPs | National Emission Standards for Hazardous Air Pollutants |
| NEVs | neighborhood electric vehicles |
| $NF_3$ | nitrogen trifluoride |
| NHPA | National Historic Preservation Act of 1966 |
| $NO_2$ | nitrogen dioxide |
| NOC | Notice of Completion |
| NOP | Notice of Preparation |
| NOX | nitrogen oxides |
| $O_3$ | Ozone |
| OES | Office of Emergency Services |
| OHP | California Office of Historic Preservation |
| OSFM | Office of the State Fire Marshal |
| OSHA | Federal-Occupational Safety and Health Administration |
| PA | participating agencies |

| | |
|---|---|
| Pb | lead |
| PFCs | perfluorocarbons |
| PM-10 | Particulate Matter |
| PM-2.5 | Fine Particulate Matter |
| ppm | parts per million |
| ppv | peak particle velocity |
| PRC | Public Resources Code |
| PUC | Public Utilities Commission |
| PV | photovoltaic |
| RCRA | Resource Conservation and Recovery Act |
| RFP | Reasonable Further Progress |
| RMP | Risk Management Plan |
| RMS | Root Mean Squared |
| ROG | reactive organic gases |
| RPS | California's Renewable Prortfolio Standard |
| RTP/SCS | Regional Transportation Plan/Sustainable Communities Strategy |
| RTPs | Regional Transportation Plans |
| RVH | Residential Very High |
| RWQCB | Regional Water Quality Control Board |
| SCAG | Southern California Association of Governments |
| SCCIC | South Central Coastal Information Center |
| SCSs | sustainable communities' strategies |
| $SF_6$ | sulfur hexafluoride |
| SHPO | State Historic Preservation Officer |
| SIP | State Implementation Plan |
| $SO_2$ | Sulfur Dioxide |
| SR-118 | State Route 118 |
| STC | Sound Transmission Class |
| SVMC | Simi Valley Municipal Code |
| SVPD | Simi Valley Police Department |
| SVTAM | Simi Valley Transportation Analysis Model |
| SVUSD | Simi Valley Unified School District |
| SWITRS | Statewide Integrated Traffic Records System |
| SWP | State Water Project |
| SWPPP | Stormwater Pollution Prevention Plan |
| SWRCB | State Water Resources Control Board |
| TACs | toxic air contaminants |
| TIPs | Transportation Improvement Plans |
| tsf | thousand square feet |
| U.S. EPA | U.S. Environmental Protection Agency |
| USEPA | United State Environmental Protection Agency |
| UST | underground storage tank |
| UWMP | Urban Water Management Plan |
| VCAPCD | Ventura County Air Pollution Control District |
| VCEHD | Ventura County Health Division |
| VCFD | Ventura County Fire Department |
| VCOG | Ventura Council of Governments |
| VCTC | Ventura County Transportation Commission |
| VEC | Vapor Encroachment Condition |

| | |
|---|---|
| VMT | Vehicle Miles Travelled |
| ZEV | zero-emission vehicles |
| ZNE | zero net energy |

# ES EXECUTIVE SUMMARY

## ES.1 INTRODUCTION

This Executive Summary encapsulates the contents and findings of the Draft Environmental Impact Report ("Draft EIR", or EIR), which has been prepared by the City of Simi Valley ("City") as the lead agency to assess the environmental consequences of the proposed Tapo-Alamo Project ("project") pursuant to the California Environmental Quality Act[1] (CEQA).

Pursuant to the State CEQA Guidelines,[2] Section 15123:

(a) An EIR shall contain a brief summary of the proposed action and its consequences. The language of the summary should be as clear and simple as reasonably practical.

(b) The summary shall identify:

  (1) Each significant effect with proposed mitigation measures and alternatives that would reduce or avoid that effect;

  (2) Areas of controversy known to the lead agency including issues raised by agencies and the public; and

  (3) Issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects.

(c) The summary should normally not exceed 15 pages.

As described in the State CEQA Guidelines Section 15161, a Project EIR evaluates the environmental impacts of a specific development project. As such, this Draft EIR will provide a project-level evaluation of the specific design plans proposed by AMG & Associates, LLC, focusing on changes in the environment that would result from the development of the project.[3]

## ES.2 PROJECT DESCRIPTION

### ES.2.1 Project Overview

The project proposes an infill redevelopment that would remove the majority of an existing commercial shopping center and construct a four-story, 558,144 square foot residential structure with a maximum height of 55 feet providing 278 apartment units. The project would also retain and remodel 8,100 square feet of the existing commercial retail space as a stand-alone commercial use, as well as an existing monopole cell tower adjacent to the commercial use to be retained. The ground level of the new structure would consist of a parking garage and leasing office. The proposed residential units and amenities would be located on the second, third, and fourth floor levels. Additional parking would be provided along the north and east exterior of the new building, as well as surrounding the commercial use to be retained. The applicant would designate 30 percent of the apartment units for affordable housing, including 75 units for low-income, and 8 units for very low-income eligible residents. The project also requests concessions and waivers of development standards to allow development of the proposed project pursuant to State and local density bonus laws for provision of affordable housing.

[1] California Public Resources Code, Division 13, Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA).

[2] California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).

[3] California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines). Section 15161.

### ES.2.2 Project Site Location, Boundaries and Existing Land Use

The project site is located at the northeastern corner of Tapo Street and Alamo Street in the City of Simi Valley, and is associated with the addresses 2804 Tapo Street, and 4415, 4487 and 4473 Alamo Street. The site consists of approximately 6.9 acres and is generally rectangular in shape. The property is currently developed with a commercial shopping center (Belwood Center) and associated paved parking lot. The project site is surrounded by existing urban/suburban development, consisting of multi-family residential complexes to the east, west, and north, single-family housing to the south, and commercial developments to the west and south. The existing commercial use structures on the site comprise a total of approximately 77,000 square feet of floor space. The commercial use facilities are currently underutilized, with much of the available floor space vacant (unleased). The southwest corner of the site is currently a vacant lot of barren ground and weedy growth, which was previously developed with a gas station that was removed from the site. This portion of the site has remained vacant since at least 2002, and is currently surrounded by chain link fencing. The former gas station had been the subject of a leaking underground storage tank removal and soil remediation activities that were completed in 1995.

The project site's General Plan Land Use designation is Mixed Use, and the zoning is Commercial Planned Development (CPD) Mixed Use (MU) Overlay District. The Mixed Use Overlay District provides an opportunity to increase the variety of housing types and to revitalize deteriorating commercial areas by integrating infill residential uses. As described in the City's General Plan, "The Mixed Use designation allows properties to be developed for: (a) buildings containing housing on the second floor and higher with ground floor General Commercial, and/or Commercial Office uses; (b) a mix of differing land use categories distributed horizontally on a site; or (c) a single land use category, where the permitted uses shall be determined by the policies specified for each area specified in the Community Subareas and Districts section of the Community Development Element."[4] Based on the Community Subareas and Districts Maps provided within the City's Municipal Code as well as in the General Plan, the proposed project site comprises the majority of Tapo Street Corridor Mixed Use Overlay District Area A. Land uses that may be developed within Area A of the Tapo Street Corridor are specified in both the Municipal Code (Section 9-28.080) and the General Plan (Land Use Policy LU-23.1) and consist of:

- Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
- General Commercial
- Office Commercial
- Very High Density Residential

### ES.2.3 Requested Approvals

The project is requesting the following approvals from the City:

- Planned Development Permit (PD-S-1045)
- Tentative Parcel Map (TP-S-685)
- Affordable Housing Agreement (AHA-R-061)

## ES.3 SUMMARY OF IMPACTS AND MITIGATION MEASURES

**Table ES-1** summarizes the project's environmental impacts and provides the mitigation measures identified to mitigate potentially significant impacts. The table also notes the significance of impacts before and after the implementation of mitigation.

[4] City of Simi Valley, General Plan, June 2012. Chapter 3: Community Development, pg. 3-50 ,

**Table ES-1**
**Summary of Impacts and Mitigation Measures**

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **AESTHETICS (SEE SECTION 4.1)** | | | |
| Impact AES-1 Scenic Vistas<br>*The proposed project would potentially have a significant impact to aesthetics if the project would have a substantial adverse effect on a scenic vista.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AES-2 Scenic Resources<br>*The proposed project would have significant impacts if it would substantially damage scenic resources, including, but not limited to trees, rock outcroppings, and historic buildings within a state scenic highway.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AES-3 Visual Character<br>*The proposed project would result in a significant impact if it would substantially degrade the existing visual character or quality of the site and its surroundings.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AES-4 Light and Glare<br>*The proposed project would potentially have a significant impact to aesthetics if it would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Aesthetics Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **AIR QUALITY (SEE SECTION 4.2)** | | | |
| Impact AQ -1 Air Quality Management Plan<br>*The proposed project could result in a significant impact if it would conflict, obstruct implementation, or be inconsistent with the goals of the Ventura Air Quality Management Plan.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact AQ-2 Air Quality Standards<br>*The proposed project could have a significant impact if it would violate any air quality standard or contribute substantially to an existing or projected air quality violation.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AQ-3 Cumulative Non-Attainment Impacts<br>*The proposed project could have a significant impact if it would 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.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AQ-4 Sensitive Receptors<br>*The proposed project could have a significant impact if it would expose sensitive receptors to substantial pollutant concentrations.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact AQ-5 Objectionable Odors<br>*The proposed project could have a significant impact if it would create objectionable odors affecting a substantial number of people.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Air Quality Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **CULTURAL RESOURCES (SEE SECTION 4.3)** | | | |
| Impact CR-1 Historical Resources<br>*The proposed project could result in a significant impact if it would cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines.* | No Impact | No mitigation is required. | No Impact |
| Impact CR-2 Archaeological Resources<br>*The proposed project could result in a significant impact if it would cause a substantial adverse change in the significance of an archaeological resource as defined in § 15064.5 of the CEQA Guidelines.* | Potentially Significant | MM CR-1 Inadvertent Discovery Protocol. The inadvertent discovery of archaeological resources is always a possibility during ground disturbances (as addressed in California Penal Code Section 622.5). If buried materials of potential significance are inadvertently discovered within an undisturbed context during any earth-moving operation associated with the proposed project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | archaeologist/paleontologist can evaluate the nature and/or significance of the find(s). If, upon assessment by a qualified senior archaeologist/paleontologist, the find is not determined to be significant, then construction may resume.<br><br>If the find is determined to be potentially significant, then the Lead/Permitting Agency will be immediately notified of the discovery. Construction will not resume in the locality of the discovery until consultation between the senior archaeologist/paleontologist, the project manager, the Lead/Permitting Agency, the Applicant's representative, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency.<br><br>If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency if the resource cannot be avoided. In response to the discovery of significant cultural resources, the Lead Agency may also specify additional regulatory compliance for use during further site development, which may include Native American monitoring). Any Evaluation, Data Recovery, Site Management, or Monitoring Plans or Reports generated in response to the discovery of a significant cultural resource shall be submitted to the Lead Agency for review and final curation as part of the project record. All such documents associated with the discovery of cultural resources will be transmitted to the appropriate State of California information centers at the end of the project. | |
| Impact CR-3 Paleontological Resources<br>*The proposed project could result in a significant impact if it would directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact CR-4 Human Remains<br>*The proposed project could result in a significant impact if it would disturb any human remains, including those interred outside of formal cemeteries.* | Potentially Significant | MM CR-2 Inadvertent Discovery of Human Remains. The inadvertent discovery of human remains is always a possibility during ground disturbances (as addressed in State of California Health and Safety Code Section 7050.5). This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| | | determination as to the origin and disposition of the remains, pursuant to PRC Section 5097.98. The Coroner must be notified of the find immediately, together with the Lead Agency and the property owner.<br><br>If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead Agency and a qualified archaeologist shall also establish additional appropriate measures for further site development, which may include archaeological and Native American monitoring or subsurface testing, conducted and paid for by the applicant. All responses to the discovery of human remains will be outlined in a Recovery and/or Management Plan submitted to the Lead Agency for review. Any required monitoring will be outlined in the Construction Phase Monitoring Plan, which will also be submitted to the Lead Agency for review prior to the recommencement of ground-disturbance activities. | |
| Cumulative Cultural Resource Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **GREENHOUSE GAS EMISSIONS (SEE SECTION 4.4)** | | | |
| Impact GHG-1 GHG Emissions Generation<br>*The proposed project would potentially have a significant impact if it would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact GHG-2 Plan Consistency<br>*The proposed project would potentially have a significant impact if it would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Greenhouse Gas Emissions Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **HAZARDS AND HAZARDOUS MATERIALS (SEE SECTION 4.5)** | | | |
| Impact HAZ-1 Transport, Use, or Disposal of Hazardous Materials<br>*The project could result in a potentially significant impact if it would create a substantial hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact HAZ-2 Foreseeable Upset and Accident Conditions<br>*The project would potentially have a significant impact if it would 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.* | Potentially Significant | MM HAZ-1 Prior to initiation of soil movement or excavation associated with construction activities, subsurface environmental assessment within the vicinity of the dry cleaning facility located at 4537 Alamo Street shall be performed to determine if a vapor encroachment condition (VEC) exists. If a VEC is determined to exist, the applicant shall coordinate with Building and Safety to design and implement a soil remediation plan.<br><br>MM HAZ-2 Prior to issuance of any demolition, grading, or building permit, the project applicant shall provide documentation to the Department of Building and Safety that a qualified abatement consultant surveyed the project site and that no ACM or LBP are present within any of the buildings located on the project site. If ACM or LBP are found to be present at the site, a qualified firm shall provide abatement activities during demolition in compliance with SCAQMD Rule 1403 as well as other State and Federal rules and regulations to protect construction workers from exposure to such materials. | Less than significant |
| Impact HAZ-3 Proximity to Schools<br>*The project would potentially have a significant impact if it would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact HAZ-4 Hazardous Materials Sites<br>*The project would potentially have a significant impact if it would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section* | Potentially Significant | Implementation of MM HAZ-1. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| *65962.5 and, as a result, create a significant hazard to the public or the environment.* | | | |
| Impact HAZ-5 Emergency Response Plans<br>*The project would potentially have a significant impact if it would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact HAZ-6 Wildland Fires<br>The project would potentially have a *significant impact if it would 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.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Hazards Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **LAND USE AND PLANNING (SEE SECTION 4.6)** | | | |
| Impact LU-1 Consistency with Land Use Plans, Policies, and Regulations<br>*The project would result in a potentially significant impact if it would conflict with any applicable land use plan, policy, or regulation of the State, region, or City (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Land Use Planning Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **NOISE (SEE SECTION 4.7)** | | | |
| Impact NOI-1 Exceed Noise Standards<br>*The proposed project could have a significant impact if it would result in exposure of persons to (or generation of) noise levels in excess of standards established in the local general plan or* | Potentially Significant | **MM NOI-1** Noise shielding for rooftop HVAC equipment. The applicant shall install noise shielding at the HVAC units on the commercial use to achieve a noise level of 65 dBA Leq or less at 50 feet. In addition, rooftop HVAC units on the residential development will have noise shielding installed to achieve a noise level of 63 dBA Leq or less at 30 feet. Prior to final clearance for the residences, a noise study confirming compliance with the above | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| *noise ordinance, or applicable standards of other agencies.* | | noise levels will be submitted to the Department of Environmental Services for the approval of the City Planner. | |
| Impact NOI-2 Vibration<br>*The proposed project could have a significant impact if it would result in exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact NOI-3 Permanent Ambient Noise Increase<br>*The proposed project could have a significant impact if it would result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.* | Potentially Significant | Implementation of MM NOI-1. | Less than significant |
| Impact NOI-4 Temporary or periodic ambient noise increase<br>*The proposed project could have a significant impact if it would result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Noise Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **PUBLIC SERVICES – FIRE AND AMBULANCE SERVICES (SEE SECTION 4.8.1)** | | | |
| Impact FIRE-1 Fire Department and Ambulance Facilities<br>*The proposed project would have a potentially significant impact if it would result in a substantial adverse physical impact associated with the provision of new or physically altered fire or ambulance facilities or the need for new or physically altered fire or ambulance facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for these services.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Fire and Ambulance Services Impacts. | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **PUBLIC SERVICES – POLICE SERVICES (SEE SECTION 4.8.2)** | | | |
| Impact POL-1 Police Department Facilities<br>*The proposed project would have a potentially significant impact if it would result in a substantial adverse physical impact associated with the provision of new or physically altered police facilities or the need for new or physically altered police facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police services.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Police Services Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **SCHOOLS (SEE SECTION 4.8.3)** | | | |
| Impact SCH-1 School Facilities<br>*The proposed project would have a potentially significant impact if it would result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for schools.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative School Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **PARKS AND RECREATION (SEE SECTION 4.9)** | | | |
| Impact REC-1 Use of Recreation Resources<br>*The proposed project would have a significant impact if it would 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.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact REC-2 Construction of Recreational Facilities<br>*The proposed project would potentially have a significant impact to recreation resources if the project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Parks and Recreation Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **TRANSPORTATION AND TRAFFIC (SEE SECTION 4.10)** | | | |
| Impact TRAF-1 Measures of Effectiveness (LOS)<br>*The proposed project could result in a significant impact if it would conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact TRAF-2 Congestion Management Program<br>*The proposed project could result in a significant impact if it would 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.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| Impact TRAF-3 Traffic Hazards or Incompatible Uses<br>*The proposed project could result in a significant impact if it would result in substantially increased hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment).* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact TRAF-4 Emergency Access<br>*The proposed project could result in a significant impact if it would result in inadequate emergency access or access to nearby uses.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact TRAF-5 Public Transit, Bicycle or Pedestrian Facilities<br>*The proposed project could result in a significant impact if it would 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.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Transportation and Traffic Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| **UTILITY AND SERVICE SYSTEMS – WATER (SEE SECTION 4.11.1)** | | | |
| Impact WS-1 Water treatment facilities and water supply sufficiency<br>*The proposed project would be considered to have a potentially significant impact regarding water supply if the proposed project would require or result in the construction of new treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects and/or if the project would not have sufficient water supplies available to serve the project from existing entitlements and resources.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Utility and Service Systems – Water Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

| Description of Impact | Significance Before Mitigation | Proposed Mitigation Measures | Significance After Mitigation |
|---|---|---|---|
| **UTILITY AND SERVICE SYSTEMS – WASTEWATER (SEE SECTION 4.11.2)** | | | |
| Impact WW-1 Wastewater Treatment Requirements<br>*The proposed project would be considered to have a potentially significant impact regarding water supply if the proposed project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Impact WW-2 Wastewater Treatment Facilities and Capacity<br>*The proposed project would be considered to have a potentially significant impact if existing wastewater treatment facilities do not have adequate capacity to serve the project, or if the project would require new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects.* | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |
| Cumulative Utility and Service Systems – Wastewater Impacts | Less than significant | Impacts would be less than significant. No mitigation is required. | Less than significant |

# ES.4 PROJECT ALTERNATIVES

The State CEQA Guidelines require that an Environmental Impact Report (EIR) identify and evaluate a reasonable range of alternatives that are designed to avoid or substantially lessen one or more of the significant environmental impacts of the proposed project while meeting most of the basic project objectives. EIR Chapter 5.0, Alternatives, provides a description of alternatives considered, which consist of the following:

Alternative 1: No Project – Existing Conditions
Alternative 2: No Project – Full Occupancy
Alternative 3: Reduced Height
Alternative 4: Mixed-Use (Increased Commercial) - Transitional Heights

An alternate site alternative was also considered but determined to be infeasible as the applicant would be unlikely to own or acquire another infill property in the City with a similar designated land use and allowable density that could accommodate a development that would meet the project's objectives.

**Table ES-2, Comparison of Features and Impacts of the Project and Alternatives** provides a tabular snapshot of the differences between the alternatives and the project.

**Table ES-2**
**Comparison of Features and Impacts of the Project and Alternatives**

| | Proposed Project | Alt. 1 No Project - Current Conditions | Alt. 2 No Project - Full Occupancy | Alt. 3 Reduced Height | Alt. 4 Mixed-Use (Increased Commercial) Transitional Heights |
|---|---|---|---|---|---|
| Residential Units | 278 | 0 | 0 | 278 | 278 |
| Commercial (sf) | 8,100 | 78,000 (approx.) | 78,000 (approx.) | 8,100 | 24,100 |

## Alternatives Considered

### Alternative 1: No Project – Existing Conditions

Alternative 1 would leave the existing development as is. Under this alternative, no structural development or improvements would occur, the vacant southwest corner of the site would remain undeveloped, none of the unleased portions of the existing floor space would be leased. This alternative also assumes that market conditions would not create a greater demand for goods and services offered by current lessees that would increase customer use and employment. This alternative essentially represents the baseline conditions under which the proposed project has been evaluated, and assumes the existing commercial shopping center would continue to have a substantial vacancy rate as under existing conditions.

### Alternative 2: No Project – Full Occupancy

Alternative 2 would leave the existing development as is, and would not differ from Alternative 1 in terms of onsite development. However, this evaluation considers the environmental effects of the existing commercial shopping center should market forces and increased demand for commercial space in the area result in additional leased square footage up to full occupancy of the existing development. Full occupancy would include increases in employees operating the onsite commercial facilities, as well as increases in customer visits to the site. As the existing commercial space and infrastructure are currently developed within the site, this alternative would not be infeasible, and would not require additional

permits or approvals from the City in order to occur. Although no additional development would be required, this alternative is not the baseline conditions under which the proposed project has been evaluated. In this scenario, impacts from full occupancy of the center would be less than significant, or would have no impact over current conditions. However, compared to the proposed project, this alternative would generate more daily vehicle trips, as well as mobile source air quality and greenhouse gas emissions, as well as traffic-related noise. Demand for water supplies and wastewater treatment would be somewhat reduced compared to the proposed project, which would be less than significant.

### Alternative 3: Reduced Height

Alternative 3 would provide the same land use mix and level of development as the proposed project, with 278 residential units and 8,100 square feet of commercial space located within the same footprint as the proposed project, with the maximum height reduced to three stories (approximately 44 feet). This alternative would include a basement level parking garage to accommodate parking that the proposed project provides within the ground floor level. Additional parking would be provided along the exterior of the north and east of the residential building and around the perimeter of the commercial use, the same as with the proposed project. All residential units would be located on the ground floor and second and third levels. This alternative would include a ground floor leasing office, as well as amenities similar to the proposed project, with open space areas provided in a similar configuration as the proposed project's open space areas, although they would be located on the ground level rather than a podium level. This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would also be retained as a separate structure in the northwest corner of the site. This alternative would set aside units for affordable housing at the same levels and number of units as the proposed project for consideration of density bonus concessions and waivers pursuant to State and local regulations. This alternative would have the same environmental impact significance conclusions as the proposed project, but a lesser impact than the proposed project regarding aesthetics and land use planning. Short-term construction impacts for traffic, air quality, greenhouse gas emissions, and cultural resources would be slightly increased compared to the proposed project due to deeper excavation and soil export hauling activities.

### Alternative 4: Mixed-Use (Increased Commercial) - Transitional Heights

Alternative 4 would provide a similar land use mix within approximately the same footprint as the proposed project. This alternative would include the same number of residential units as the proposed project (278 units), and would set aside units for affordable housing at the same levels and number of units as the proposed project, rendering it also eligible for consideration of density bonus concessions and waivers pursuant to State and local regulations. However, to better accomplish the City's planning goals of the mixed-use overlay zoning of the property,[5] the commercial space would be increased by 16,000 square feet, which would nearly triple the amount provided by the proposed project, for a total of approximately 24,100 square feet. Although this alternative's commercial space would be less than 25 percent of the total floor area,[6] as would the proposed project, this alternative's land use mix is based on an approximation of the maximum commercial space that could be provided without creating significant impacts in combination with the same number of residential units as the proposed project.[7] The proposed project's residential unit count was not reduced for this alternative in order to provided needed housing, and also because the State's Density Bonus Law would allow the development of those residential units

[5] The proposed project's 8,100 square feet of commercial space would not meet the City's minimum standard of 25 percent of the overall project for it to be considered a mixed-use development pursuant to Municipal Code Section 9-44.105(B) (2) - Mixed-Use (MU) Overlay District Standards.

[6] The City's Municipal Code Section 9-44.105(B)(2) Mixed-Use (MU) Overlay District Standards specify a minimum of 25 percent of a mixed-use project's floor area must be developed and maintained as commercial uses.

[7] Increasing the commercial space to 25% of the proposed residential space would result in significant air quality impacts due to generation of a criteria pollutant from mobile sources.

on this site. As with the proposed project, an existing commercial use on the west side of Tapo Street that is also a designated parcel of the Tapo Street Corridor Area A would supplement the total commercial space for the Tapo Street Corridor Area A. Further, additional existing commercial space provided by a CVS pharmacy located adjacent to, although not within, the designated boundary of Area A would also complement the overall commercial uses available at the Tapo/Alamo Street intersection for use by residents within the Tapo Street Corridor Area A and the surrounding community.

Although no architectural plans have been drafted for such an alternative on the project site, the additional commercial space would conceptually be provided on the ground floor of the new structure, facing adjacent roadways, with residential uses above and behind the commercial space. This alternative's placement of residential units above commercial space would provide a vertically mixed-use development, which is specified as an allowed land use configuration for the project site by the Municipal Code and the General Plan Policy LU-23.1.

In order to reduce the massing along adjacent roadways, this alternative would include a transitional height element by stepping back the upper three levels a minimum of 25 feet from the ground floor level commercial space along Tapo and Alamo Streets. This alternative would have the same maximum height of four stories (not to exceed 55 feet) as the proposed project; however, along the entire Tapo and Alamo Street frontages, the building height would be one story only (approximately 25 feet). This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would be retained as a separate structure in the northwest corner of the site as in the proposed project. Therefore, this alternative would include approximately 16,000 square feet of commercial space on the site compared to the proposed project. To adhere to the smaller upper floor footprints, this alternative's open space areas would likely need to be reduced to accommodate the 278 units and additional commercial space. Also, to accommodate the minimum number of parking spaces required under the State's density bonus law as well as increased parking to serve the additional commercial space, this alternative would likely require a basement level parking garage. This alternative would have the same environmental impact significance conclusions as the proposed project, but a lesser impact than the proposed project regarding aesthetics and land use planning. Due to the additional commercial space of this alternative, long-term operational impacts would be incrementally increased compared to the proposed project for air quality, greenhouse gas emissions, noise, public services, traffic, and utilities. Short-term construction impacts for traffic, air quality, greenhouse gas emissions, and cultural resources would be slightly increased compared to the proposed project due to deeper excavation and soil export hauling activities.

## Environmentally Superior Alternative

Based on a comparison of environmental effects (presented in Chapter 5.0), the Environmentally Superior Alternative would be the No Project – Existing Conditions Alternative, which would retain the property as-is; however, this alternative assumes currently high vacancy rates of the existing commercial center would persist indefinitely. Without needing to undergo further environmental review, improving economic conditions and/or increased demand for commercial space could result in higher occupancy of available commercial space within the site, and therefore, impacts could more closely resemble those of the No Project – Full Occupancy Alternative, which in some cases would exceed impacts of the proposed project, primarily due to greater operational vehicle trips and associated traffic, noise, air quality, and GHG impacts.

Because the environmentally superior alternative is a no project alternative, the next superior alternative was identified. Considering the number of lessened impacts (assuming each environmental impact is of equal weight), the Alternative 3: Reduced Height would be environmentally superior to the proposed project as well as Alternative 2 and Alternative 4. Although this alternative would have some increase in temporary impacts compared to the proposed project during construction, long-term impacts would

generally be equivalent with the proposed project as it offers the same number of residential units and commercial space. However, this alternative's lower height would reduce the perceived scale and massing of the structure, which would be a reduction in long-term operational aesthetics and land use planning impacts compared to the proposed project, and therefore is deemed to be environmentally superior.

Although Alternative 3 would be the environmentally superior alternative, from a planning perspective, Alternative 4: Mixed-Use (Increased Commercial) – Transitional Height, would better meet the City's planning goals for a mixed-use development. Both Alternative 3 and Alternative 4 would reduce massing by either lowering the overall height or featuring a transitional height element, which would reduce aesthetic and land use planning impacts compared to the proposed project. Short-term construction related impacts would be approximately equivalent between Alternative 3 and Alternative 4 due to excavation for underground parking and soil export hauling activities. However, because of the additional commercial space it would provide, Alternative 4 would have incrementally increased long-term effects regarding traffic, air quality, GHG, public services, and utilities compared to Alternative 3, although these effects for both alternatives would be less than significant, or less than significant after mitigation. Therefore, although Alternative 4 would better meet the City's planning goals for mixed-use development by providing increased commercial opportunities to encourage pedestrian travel in the vicinity, Alternative 3 would still be considered to be the environmentally superior alternative due to the marginal increases in long-term environmental effects of Alternative 4 as compared to Alternative 3.

## ES.5 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

In determining whether or not to approve the proposed project, the City must determine whether the project as designed is eligible for all requested affordable housing density bonus concessions and waivers consistent with State law as applicable to this project.

# 1.0 INTRODUCTION

This Draft Program Environmental Impact Report ("Draft EIR," or EIR) has been prepared by the City of Simi Valley ("City") to assess the environmental consequences of the proposed Tapo-Alamo Project (project). The City is the lead agency for the proposed project pursuant to the California Environmental Quality Act[1] (CEQA).

The project proposes an infill development on an approximately 6.9-acre site within the City of Simi Valley, which is currently occupied by a commercial development (Belwood Center) and a vacant lot, located at the northeast corner of Tapo Street and Alamo Street. The project would remove the majority of the existing commercial center and associated parking lot, and redevelop the site with a 4-story building (55 feet high) 278-unit apartment building, and retain and remodel 8,100 square feet of the existing commercial use on the site. The ground floor level would consist of a parking garage and leasing office, while residential units would occupy the upper three levels. As part of the project, the multiple small parcels that make up the site would be consolidated into two lots, consisting of approximately 1.01 acres for the commercial use to be retained in the northwestern corner of the property, and 5.87 acres for the residential use on the remainder of the property.

## Background on City General Plan and Zoning Regulations for the Site

The City General Plan designated land use for the project site is Mixed-Use, and the zoning is Commercial Planned Development (CPD) Mixed-Use (MU) Overlay District. The City's General Plan further designates the property as being within the Tapo Street Corridor Area A. The General Plan describes the planned land use for development of the Tapo Street Corridor Area A in Land Use Policy LU-23.1 as follows:

> Policy LU-23.1 Mixed-Use Development. Encourage the improvement and higher economic use of properties along the Tapo Street corridor as a series of distinct centers and nodes containing a mix of retail, office, and residential uses, as follows:
>
> Area A (Tapo Street Corridor)
> - Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
> - General Commercial
> - Office Commercial
> - Very High Density Residential
>
> Any land use listed for each subarea may be developed within that area. Refer to Land Use Element, Section 5 (Land Use Designations) for description of land use categories and permitted development densities (units per acre) and floor area ratio (FAR) for each specified land use category.

According to the City's Municipal Code Chapter 9-28.080 - Mixed-Use (MU) Overlay District, the Mixed-Use Overlay allows for properties to be developed with commercial retail or offices uses on the ground floor and housing on the second floor or above; or a mix of differing land uses to be distributed horizontally on a site; or for a single land use, as designated on the Community Subareas and Districts Maps. Chapter 9-28.080 specifies the allowable land uses for development within the Tapo Street Corridor Area A, which are identical to the listed uses provided in the General Plan Land Use Policy LU-23.1 for development of the Tapo Street Corridor Area A, as discussed above.

[1] California Public Resources Code, Division 13, Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA).

The City's Mixed-Use (MU) Overlay District Standards are provided in Municipal Code Section 9-44.105. As stated in Section 9-44.105B Mixed-Use Overlay District Site Planning Requirements, the following minimum standards must be implemented for all new or modified developments within the Mixed-Use Overlay District:

1. Percentage of project as residential uses. A minimum of 50% of the project's floor area must be developed and maintained as residential uses.
2. Percentage of project as commercial uses. A minimum of 25% of the project's floor area must be developed and maintained as commercial uses.
3. Ground floor uses. Only commercial uses are permitted on the ground floor of buildings fronting an arterial street. Residential units are permitted on the ground floor of buildings fronting non-arterial and internal streets and driveways.

The maximum height limit for primary structures within the Mixed-Use District is 55 feet and four stories as specified in Section 9-44.105C of the Municipal Code.

## Background on Affordable Housing / State Density Bonus Law

The State's Density Bonus law, California Government Code (CGC) Section 65915, requires that the City grant up to a 35 percent density bonus for a project that restricts 20 percent of the units for affordable housing as Low Income units. Similarly, pursuant to the City's Municipal Code (SVMC 9-31.020) a project is eligible for a 20 percent density bonus to be granted if it provides a minimum of 10 percent affordable housing units at the Low Income level, plus an additional 1.5 percent density bonus for every additional one percent increase in the Low Income affordable units provided above the minimum, with a maximum density bonus of 35 percent. Applying the City's Very High Density Residential standard of 35 dwelling units per acre, development of the entire 6.9-acre project with 100 percent residential uses would allow 242 residential units, with a maximum density bonus of 85 units, per the State's Density Bonus law, California Government Code (CGC) Section 65915, for a total of 327 dwelling units. This project proposes to consolidate the six existing parcels that make up the property into two parcels, with 1.01 acres for commercial use, and 5.87 acres for residential use. Applying the City's Very High Density Residential standard of 35 dwelling units per acre for the 5.87-acre portion of the site that the project proposes to develop with residential uses would allow 206 dwelling units, with a maximum density bonus of 73 units per the State's Density Bonus law, for a total of 279 dwelling units.

The project's proposed 278 residential units, including 83 affordable units, are within the State's mandated allowance of 35 percent for projects providing 20 percent affordable housing units at the Low Income level. The State's Density Bonus Law also specifies that a project applicant shall receive one incentive or concession for projects that include at least 10 percent of the total units for lower income households, two incentives or concessions for projects that include at least 20 percent of the total units for lower income households, or three incentives or concessions for projects that include at least 30 percent of the total units for lower income households. Additionally, the State's Density Bonus Law Section 65915(e)(1) states that in no case may the City apply any development standard that will have the effect of physically precluding the construction of a development of a qualifying project at the densities or with the concessions or incentives permitted by the density bonus law. As such, an applicant for a project providing affordable housing may submit to the city a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development with the number of units allowed under the State Density Bonus Law. The State's Density Bonus Law Section 65915(p) also limits the parking ratios that the City may require of a qualifying project providing affordable housing units.

The State's Density Bonus law, CGC Section 65915(d)(1), specifies that, "…a city, county or city and county shall grant the concession or incentive requested by the applicant unless a city, county or city and county makes a written finding based on substantial evidence any of the following…", after which the law proceeds to identify the exceptions. Relevant to CEQA, the exceptions include "where the concession or incentive would have a specific, adverse impact upon the public health and safety or the physical environment…for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact without rendering the development unaffordable to low- and moderate-income households." CGD Section 65589(d)(2) defines a "specific, adverse impact" to mean a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety.

## Background on Prior CEQA Process

Upon deeming the application complete on May 30, 2017, the City prepared an Initial Study and a draft Mitigated Negative Declaration (MND) for the project, with a public review period from May 30, 2017 to June 19, 2017. The draft MND determined that the project's only potentially significant impact would be related to the possibility that noise from rooftop air conditioning units atop the retained/remodeled commercial use may exceed the City's ambient noise standards. A standard mitigation measure was identified requiring the project to install noise shielding at the commercial use air conditioning units, which would reduce potential impacts to less than significant.

The project's draft MND was not adopted, and upon receipt of public comment letters on the project, the City determined that further evaluation of potential impacts in a project EIR was warranted. The City circulated a Notice of Preparation (NOP) of an EIR for the project (dated September 20, 2017) with an Initial Study of the project, and held a public scoping meeting on January 16, 2018, to solicit public input on issues to be evaluated in the EIR. Comments provided at the scoping meeting and by correspondence to the City were compiled and reviewed to refine the scope of environmental issues to be evaluated in the EIR, under the CEQA Guidelines.

Pursuant to the CEQA Statute Section 21002.1(e), lead agencies shall focus the discussion in the EIR on the potential project effects on the environment which the lead agency has determined are or may be significant. Lead agencies may limit discussion of other effects to a brief explanation as to why those effects are not potentially significant. The City's September 20, 2017 Initial Study (**Appendix A**) for the project provides such discussions of environmental issues that are "scoped out" of this EIR due to effects that are not potentially significant. Section 6.0 of this EIR provides brief explanations of those issues that have not been carried forward from the Initial Study for analysis in this EIR. Appendix A also includes a list of those who provided comments to the City during the EIR scoping period and a compilation of scoping comments received by the City that were used to refine the scope of issue areas analyzed in this EIR.

## Public Review

Pursuant to Section 15085 of the CEQA Guidelines, a Notice of Completion (NOC) is to be sent to the Office of Planning and Research (OPR) at completion of this Draft EIR. Concurrently with sending the NOC to the OPR, the City will provide a Notice of Availability (NOA) of the Draft EIR for public review pursuant to Section 15087 of the CEQA Guidelines. A public review period for this Draft EIR will be 45 days. The public review period for this Draft EIR began on June 25, 2019, and will close on August 8, 2019. Public review comments should be mailed or emailed by 5:00 p.m. on Thursday August 8, 2019 to:

***Contact:*** Mr. Stratis Perros, Deputy Environmental Services Director/City Planner
Department of Environmental Services, Planning Division
2929 Tapo Canyon Road
Simi Valley, California 93063
SPerros@simivalley.org

Following receipt of the comments, the City will provide responses to all EIR-relevant environmental issues raised in such comments. The written comments and responses will be incorporated into the Final EIR.

## 1.1 STATUTORY AUTHORITY

Under CEQA and the State CEQA Guidelines,[2] public agencies are required to evaluate proposed development projects for their effect on the physical environment and identify any feasible measures that would avoid or lessen significant environmental effects. This is intended to provide disclosure of the environmental consequences of a project to the public and agency decision makers before action is taken to approve project permits.

The preparation of an EIR provides information to assist a lead agency in making decisions on the project but does not control the lead agency's exercise of discretion. Specifically, as noted in the State CEQA Guidelines:[3]

(a) An EIR is an informational document which will inform public agency decision makers and the public generally of the significant environmental effect of a project, identify possible ways to minimize the significant effects, and describe reasonable alternatives to the project. The public agency shall consider the information in the EIR along with other information which may be presented to the agency.
(b) While the information in the EIR does not control the agency's ultimate discretion on the project, the agency must respond to each significant effect identified in the EIR by making findings under Section 15091 and if necessary by making a statement of overriding considerations under Section 15093.
(c) The information in an EIR may constitute substantial evidence in the record to support the agency's action on the project if its decision is later challenged in court.

This EIR was prepared in accordance with CEQA and the State CEQA Guidelines. The City of Simi Valley is serving as the lead agency for proposed project under CEQA and is responsible for the preparation of this EIR.

The CEQA Statute,[4] Section 21002, Approval of Projects; Feasible Alternative or Mitigation Measures, states that in the event specific economic, social, or other conditions make infeasible project alternatives or mitigation measures, individual projects may be approved in spite of one or more significant effects thereof.

## 1.2 TYPE OF ENVIRONMENTAL DOCUMENT

As provided for in CEQA, this EIR for the proposed Tapo-Alamo Project is considered a Project EIR. Section 15161 of the CEQA Guidelines describes a Project EIR as the most common type of EIR, which examines the environmental impacts of a specific development project, focusing primarily on the changes

[2] California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).
[3] California Code of Regulations, Title 14, Division 6, Chapter 3, State CEQA Guidelines, Section 15121.
[4] California Public Resources Code Division 13. Environmental Quality

in the environment that would result from the development project. The Project EIR shall examine all phases of the project including planning, construction, and operation.[5]

## 1.3 ORGANIZATION AND CONTENT

The content of this Draft EIR was determined by CEQA, the State CEQA Guidelines and City of Simi Valley policy and procedures, including the CEQA processes of early consultation and public review and comment. The organization of the EIR is as follows:

**Executive Summary (ES),** provides a summary of the existing setting, proposed project, identified significant impacts of the proposed project, and mitigation measures. Alternatives that were considered to avoid or lessen the significant effects of the project are identified in the Executive Summary. In addition, the Executive Summary identifies areas of controversy known to the City, including issues raised by agencies and the public. The Executive Summary includes a list of the issues to be resolved, including the choice among alternatives and whether or how to mitigate significant effects of the project.

**Chapter 1.0, Introduction** (this chapter), includes information related to the purpose and scope of the EIR, environmental review process, previous environmental review background, and the organization and content of the EIR.

**Chapter 2.0, Project Description**, provides the precise location and boundaries of the proposed project, statement of objectives, a description of the technical, economic, and environmental characteristics of the project, considering the principal engineering proposals and supporting public service facilities, including potential off-site infrastructure. The project description identifies the intended uses of the EIR, including the list of agencies that are expected to use the EIR in their respective decision-making processes, a list of the related discretionary actions (permits and approvals) required to implement the proposed project, and a list of any related environmental review and consultation requirements required by federal, state, or local laws, regulations, or policies.

**Chapter 3.0, Cumulative Projects**, describes the cumulative project assumptions utilized in the cumulative analysis in the EIR. Where applicable for individual analysis sections, a summary of projections for general plan buildout, or a list of related projects may be utilized (State CEQA Guidelines Sections 15130). Each analysis provides an explanation of the cumulative projects evaluated as relevant to the issue area being addressed.

**Chapter 4.0, Impact Analysis,** includes for each environmental issue area the existing conditions, regulatory setting, significance thresholds, impacts, mitigation measures, residual impacts (i.e., the level of significance after implementation of mitigation measures), and cumulative impact analysis. This portion of the EIR is organized by the applicable environmental topics resulting from the analysis of potentially significant impacts undertaken in the Initial Study. Chapter 4.0 of this EIR addresses the following CEQA topics:

4.1 Aesthetics
4.2 Air Quality
4.3 Cultural Resources
4.4 Greenhouse Gas Emissions
4.5 Hazards and Hazardous Materials

[5] Authority cited: Section 21083, Public Resources Code; Reference: Sections 21061, 21100, and 21151, Public Resources Code.

4.6 Land Use and Planning
4.7 Noise
4.8.1 Public Services – Fire and Ambulance Services
4.8.2 Public Services – Police Services
4.8.3 Public Services – Schools
4.9 Parks and Recreation
4.10 Transportation and Traffic
4.11.1 Utility and Service Systems – Water Supply
4.11.2 Utility and Service Systems – Wastewater Treatment

**Chapter 5.0, Alternatives,** describes and evaluates a range of reasonable alternatives to the proposed project or to the location of the proposed project, including an evaluation of the no project alternative. CEQA requires that the EIR explore potentially feasible alternatives that would avoid or substantially lessen any of the significant effects of the proposed project.

**Chapter 6.0, Other CEQA Considerations**, addresses several CEQA-required discussions: Significant Environmental Effects of the Project; Significant Irreversible Environmental Changes which evaluates potential uses of nonrenewable resources and potential irreversible changes that may occur during the course of the proposed project; Energy, which provides discussion of potential energy impacts of the project, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy as outlined in Appendix F of the CEQA Guidelines; Growth-Inducing Impacts, which evaluates the potential for the proposed project to foster economic growth or population growth, either directly or indirectly, in the surrounding environment; and Effects Found Not To Be Significant, which summarizes the findings of the Initial Study for CEQA issues that were found to not have a significant effect and were thus scoped out of the analyses provided in Chapter 4.0 of the EIR.

**Chapter 7.0, Organizations and Persons Consulted and References**, provides a list of federal, state, and local agencies, other governmental agencies and organizations and private individuals consulted during the preparation of this EIR; provides a list of key personnel writing, managing and providing technical analysis in support, including the private consulting firm preparing this EIR, by contract with and authorization from the City; and a list of references that includes sources, communications, and correspondence used in the preparation of this EIR.

**Appendices.** Appendix A contains the Notice of Preparation (NOP) and Initial Study, early consultation letters and comments received during the NOP public circulation process. The remaining appendices include data and reports supporting the EIR analysis. These appendix materials have been attached and are incorporated as a part of this EIR.

# 2.0 PROJECT DESCRIPTION

This chapter provides a complete description of the proposed Tapo-Alamo Project (proposed project, or project), including information regarding its location, characteristics, and objectives, as well as the major discretionary actions that are required for its implementation. The project proponent, AMG & Associates, LLC (Applicant) proposes to redevelop an infill property that is currently developed as a commercial/retail shopping center. The proposed development would remove the majority of the existing commercial structures and construct a four-story residential structure providing 278 apartment units. The project would also retain and remodel 8,100 square feet of the existing commercial retail space as a stand-alone commercial use. The ground level of the new structure would consist of a parking garage and leasing office. The proposed residential units and amenities would be located on the second, third, and fourth floor levels. The applicant would designate 30 percent of the apartment units for affordable housing at low- and very-low income levels, making the project eligible for a density bonus pursuant to State and local laws. The City of Simi Valley is the Lead Agency for this project under CEQA.

## 2.1 PROJECT LOCATION

The project site is shown in **Figure 2-1, Project Site and Regional Location Map**, and consists of approximately 6.9 acres located at the northeast corner of Tapo Street and Alamo Street (project site). The project site consists of six contiguous parcels (Assessor Parcel Numbers 627-002-013, -020, -026, -027, -028, and -029), and is associated with the addresses 2804 Tapo Street, and 4415, 4487 and 4473 Alamo Street.

## 2.2 EXISTING CONDITIONS

### Current Land Uses and Surroundings

The property is currently developed with a commercial shopping center (Belwood Center) and associated paved parking lot. The project site is surrounded by existing urban/suburban development, consisting of multi-family residential complexes to the east, west, and north, single-family housing to the south, and commercial developments to the west and south. The existing commercial use structures on the site comprise a total of approximately 77,000 square feet of floor space. The commercial use facilities are currently underutilized, with much of the available floor space vacant (unleased). The southwest corner of the site is currently a vacant lot of barren ground and weedy growth, which was previously developed with a gas station that was removed from the site. This portion of the site has remained vacant, with no development since at least 2002, and is currently surrounded by chain link fencing. The gas station operation had been the subject of a leaking underground storage tank removal and soil remediation activities that were completed in 1995. These existing features are shown on **Figure 2-2, Existing Site and Surrounding Land Uses**. **Figures 2-3A** and **2-3B, Existing Conditions Photos,** provide recent photos depicting the existing project site conditions.

### Existing Zoning and Land Use Designations

The project site's General Plan Land Use designation is Mixed Use, and the zoning is Commercial Planned Development (CPD) Mixed Use (MU) Overlay District. The City's Municipal Plan Section 9-28.080 - Mixed-Use (MU) Overlay District states that the Mixed Use Overlay district provides an opportunity to increase the variety of housing types and to revitalize deteriorating commercial areas by integrating infill residential uses.[1]

[1] City of Simi Valley, Municipal Code, Section 9-28.080 - Mixed-Use (MU) Overlay District, accessed at https://library.municode.com/ca/simi_valley/codes/code_of_ordinances?nodeId=TIT9DECOSIVAMUCO_CH9-28OVZODI_9-28.080MIEMUOVDI on September 19, 2018.

Source: ESRI World Street Map, 2017.



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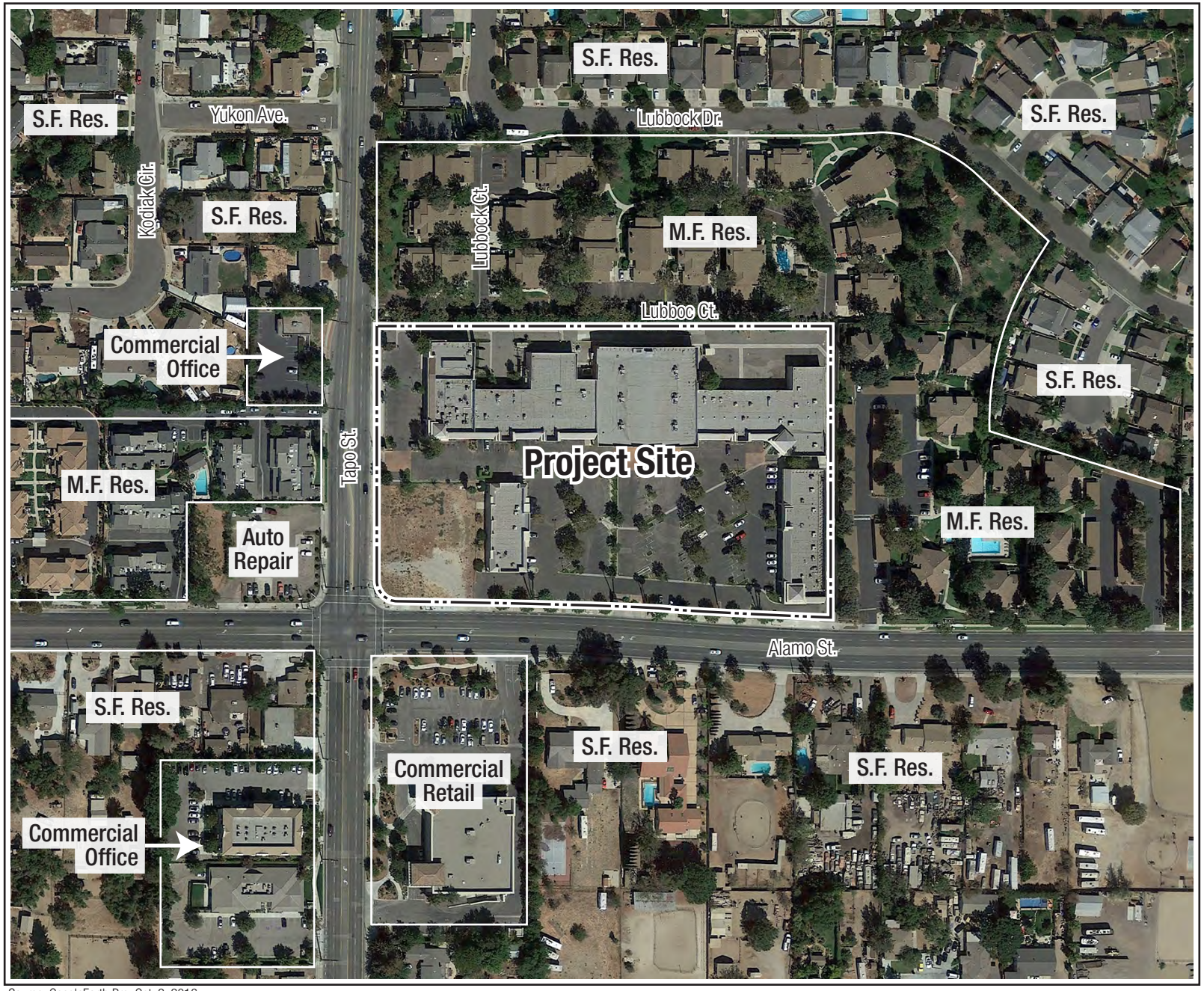
# Project Site and Regional Location Map

MILE 0 .25 .5

FIGURE 2-1




Source: GoogleEarth Pro, Oct. 2, 2016.



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# Existing Site and Surrounding Land Uses

FIGURE 2-2

**Photo A1 –** Northerly view of monument sign on Tapo Street. Photo taken December 29, 2017.

**Photo A2 –** Westerly view of existing commercial center as seen from the onsite parking lot. Photo taken December 29, 2017.

**Photo A3 –** Northwesterly view of existing commercial center as seen from the onsite parking lot. Photo taken December 29, 2017.

**Photo A4 –** Southeasterly view of existing commercial center as seen from the onsite parking lot. Photo taken December 29, 2017.



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# Existing Conditions Photos

FIGURE 2-3A

**Photo B1 –** Northeasterly view of currently vacant portion of the site and existing commercial center as seen from Tapo Street. Photo taken December 29, 2017

**Photo B2 –** Southeasterly view of existing commercial space to be retained and remodeled as seen from Tapo Street.

**Photo B3 –** Easterly view of existing commercial use and service/delivery alley at the northern site boundary with adjacent residential uses as seen from Tapo Street. Photo taken December 29, 2017.

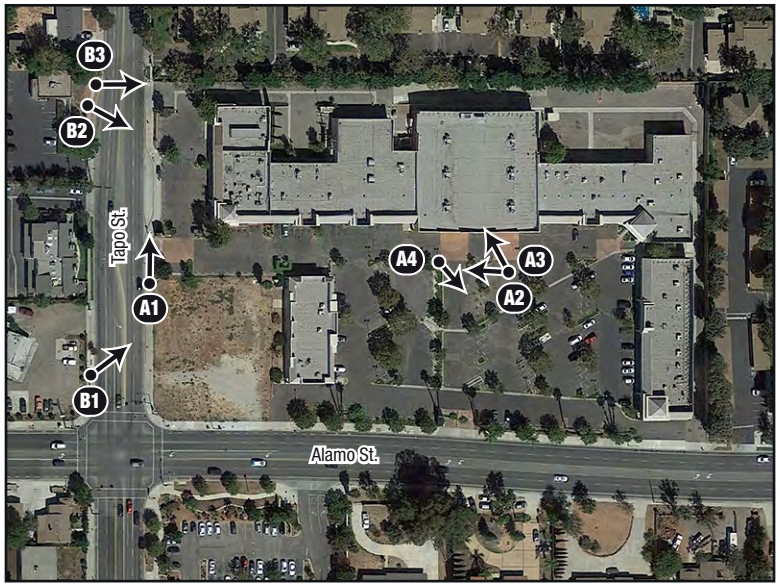


Photo locations



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# Existing Conditions Photos

FIGURE 2-3B

The project site is located within the Tapo Street Corridor Mixed Use Overlay District - Area A as designated by the City's General Plan and Municipal Code. The General Plan's Goal LU-23 for the Mixed-Use Corridor states that "Redevelopment of the Tapo Street corridor enhances the economic vitality of its underutilized commercial properties through their re-positioning as a focal point of neighborhood identity and activity and incorporation of a diversity of commercial, office, business park, and residential uses developed in a pedestrian-oriented environment." The General Plan Land Use Policy LU-23.1 encourages the improvement and higher economic use of properties along the Tapo Street corridor as a series of distinct centers and nodes containing a mix of retail, office, and residential uses. The General Plan Land Use Policy LU-23.1, as well as the City's Municipal Code Section 9-28.080, specify a list of land uses that may be developed within Area A of the Tapo Street Corridor, which consist of the following:

- Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
- General Commercial
- Office Commercial
- Very High Density Residential

Land Use Policy LU-23.1 further specifies that "any land use listed for each subarea may be developed within that area."

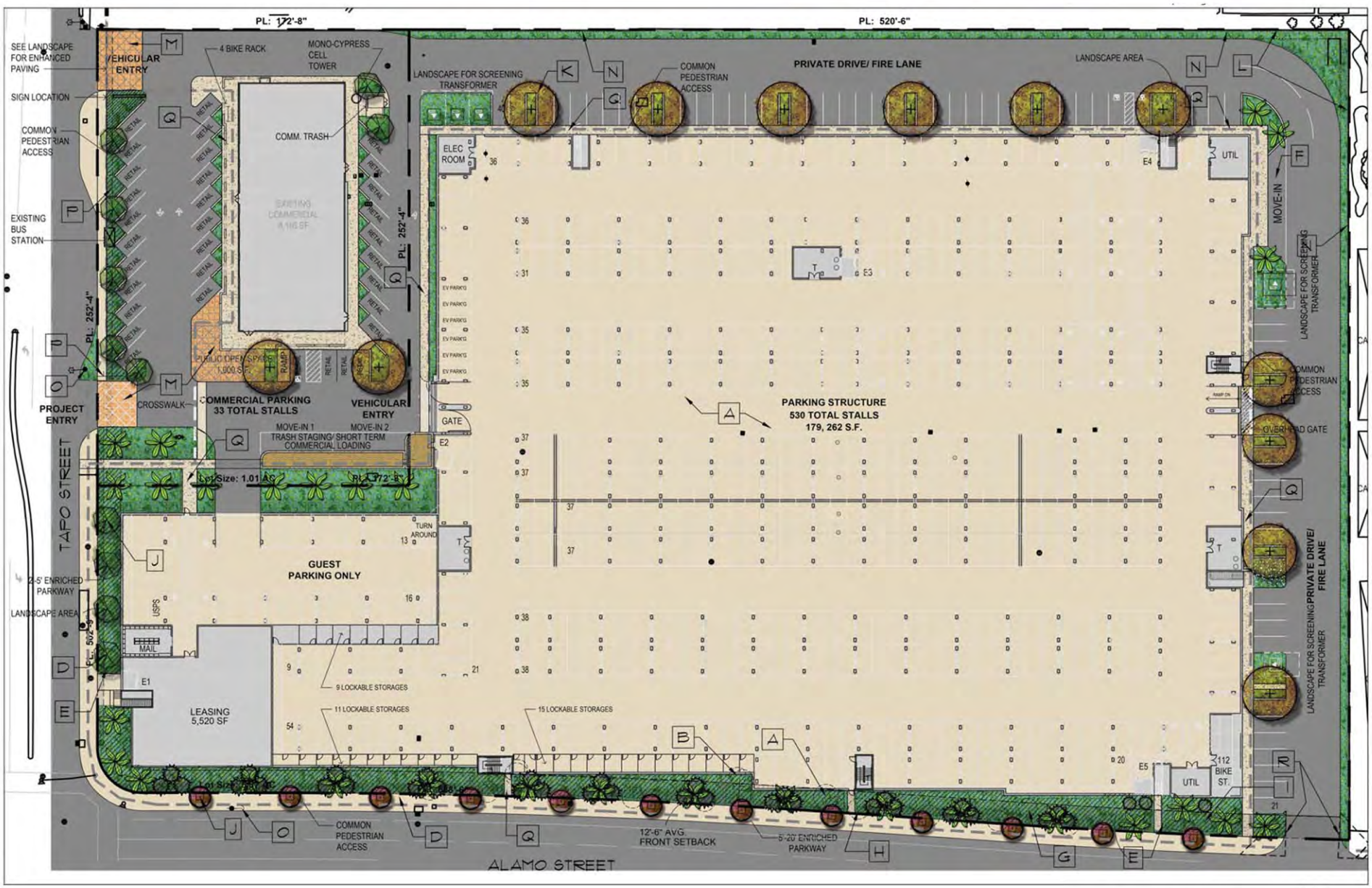
## 2.3 PROJECT CHARACTERISTICS

The proposed site plan and floor plans are shown in **Figure 2-4, Site / Floor Plan and Landscaping – Ground Level**, **Figure 2-5, Floor Plan and Landscaping – 2nd (Podium) Level**, and **Figure 2-6, Floor Plans – 3rd and 4th Levels**. The project's height and scale are shown in **Figure 2-7, Conceptual Elevations**, which also shows the exterior treatments in architectural design, façade articulations, and colorations.

### Proposed Land Uses

The mixed-use project proposes to consolidate the six parcels of the site into two parcels, consisting of an approximately 5.87-acre parcel to be developed with the proposed residential use, and an approximately 1.01-acre parcel in the northwest portion of the property that would remain a commercial use. The proposed residential structure would provide 278 residential units consisting of 2-, 3-, and 4-bedroom apartments. A total of 83 units would be designated for affordable housing, including 75 units for low-income, and 8 units for very low-income eligible residents. The commercial portion of the site would consist of 8,100 square feet of the existing commercial structure to be retained and remodeled to compliment the design of the proposed structure. An existing wireless cellular communications tower would remain behind the proposed commercial component.

The proposed new residential building would be a 4-story structure of approximately 55 feet in height, with 558,144 square feet of space. The building has been designed with garage parking, bicycle storage area, and a leasing office on the ground floor, and residential units on the upper levels. A total of 12 open space areas would be provided on the 2$^{nd}$ floor level for use by residents for recreational use. The project would include additional residential amenities such as a clubhouse room, laundry areas, barbecue grills, and playground equipment. The project includes a request to reduce the front and side yard setback standards, to allow the structure to be placed farther away from existing residences to the north and east, providing additional buffer area space between the proposed 4-story structure, and adjacent 2-story residential buildings.




Source: Thomas H. Phelps Landscape Architecture THPLA, Inc., Dec. 21, 2016.



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# Site/Floor Plan and Landscaping – Ground Level

FIGURE 2-4

Source: Thomas H. Phelps Landscape Architecture THPLA, Inc., Oct. 25, 2016.



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# Floor Plan and Landscaping – 2nd (Podium) Level

FIGURE 2-5

3rd Floor

Source: Architects Orange, Dec. 21, 2016.

4th Floor



# Floor Plans – 3rd and 4th Levels

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# Site Elevations

FIGURE 2-7

## Proposed Design and Architecture

The project would consist of a four-story apartment building with an adjacent commercial component. The maximum height of the structure would be approximately 55 feet above grade level. The proposed apartment building would have a total floor space area of approximately 558,144 square feet, including residential units and amenities, common areas, and the garage level. A podium parking structure and a 5,520-square foot leasing office would occupy the ground floor, and the residential units would be located on the upper three levels. The proposed 278 residential units would consist of 142 two-bedroom units, 89 three-bedroom units, and 47 four-bedroom units. There are six variations in the floor plan layouts for the residential units, that include two versions each for the two-, three-, and four-bedroom units. The floor space provided by each residential unit ranges from 854 square feet to 1,294 square feet. **Table 2-1, Dwelling Unit Data**, provides the unit counts and the square footage provided for each residential unit proposed.

**Table 2-1**
**Dwelling Unit Data**

| Unit Type | Number of Bedrooms | Floor Area per Unit (square feet) | Unit Quantity | Total Floor Area (square feet) |
|---|---|---|---|---|
| B1 | 2 | 854 | 100 | 85,400 |
| B2 | 2 | 1,070 | 42 | 44,940 |
| C1 | 3 | 1,052 | 32 | 33,664 |
| C2 | 3 | 1,294 | 57 | 73,758 |
| D1 | 4 | 1,286 | 27 | 34,938 |
| D2 | 4 | 1,153 | 20 | 23,060 |
| | | **Total** | **278** | **295,760** |

The building would also include a 2,566-square foot clubhouse on the second level for use by residents. The residential levels of the structure are designed around twelve courtyard areas on the second level and open to the sky, which provides internal units with views of interior courtyards. Perimeter units have exterior City views. The common area courtyards would be located on the second (podium) level to provide amenities for the private use of residents. Placing the courtyards on the second level also allows the provision of the required parking on the ground level. Seven of the open space courtyards would be open to the exterior sides of the building to reduce the structure massing as seen from area roadways and adjacent residences, and creating variation and articulation of the facade. The extent of the upper floor open space area provided along Alamo Street is depicted in Figure 2-7 as portions of the elevations shown with muted colorations. The open space areas make up approximately 50 percent of the overall project frontage along Alamo Street, where the upper three levels are stepped back from the ground floor level perimeter of the structure an additional distance of approximately 70-80 feet from the street frontage. Figure 2-7 also shows the project's conceptual coloration, with variations in earth tone colors and textures.

The project's remodeled commercial component would consist of a stand-alone retail/restaurant space with an exterior design to complement the proposed residential building's design. The commercial building would include a parapet constructed around the rooftop air conditioning equipment to meet the City's noise requirements associated with stationary mechanical noise sources.

## Recreation, Open Space, and Landscaping

The project would include 12 courtyard areas that total 60,543 square feet to provide open space for residents throughout the project. Recreational playground equipment would be provided within some of the courtyard areas, and all courtyards would have landscaping and seating areas, some with trellis shade structures, as shown on Figure 2-5. A resident clubhouse room would also be provided within the structure. The project would also include landscaped areas along the street frontage and around the commercial component as shown in Figure 2-4. The project site is bordered by existing landscaping trees on adjacent properties along the northern and eastern boundaries.

## Pedestrian, Bicycle, and Vehicle Access and Parking

The project site's main access driveway entrance would be located on Tapo Street, between the proposed residential and commercial uses. Two secondary driveway entrances to the site would be located at the northwestern and southeastern property boundaries of the property from Tapo Street and Alamo Street, respectively. As shown in Figure 2-4, an internal driveway would connect all site entrances, wrapping along the northern and eastern perimeter of the proposed residential building, as well as along each side of the commercial structure.

The residential building's garage area would have two gated entrance/exits for residents, with one on the west side of the building, roughly aligned with the main access driveway from Tapo Street, and one on the east side of the building near the secondary access driveway from Alamo Street. Guest parking would be provided in a separate section of the parking garage at the western end of the building, which would have an ungated entrance near the main access driveway from Tapo Street.

Existing Class II striped bicycle lanes are located along both sides of Alamo Street along the project frontage, as well as along Tapo Street south of Alamo Street. The City's Bicycle Master Plan designates Tapo Street along the project's western boundary as a Class II bicycle route as well. Existing sidewalks in the project vicinity provide pedestrian access to the site along both Tapo and Alamo Streets.

The project would provide 611 parking spaces for the residential building, consisting of 552 parking spaces for residents and guests within the garage, and an additional 59 outdoor residential parking spaces along the building perimeter to the north and east. The project would also provide an additional 33 outdoor parking spaces designated for the remodeled commercial use building, for a total of 644 parking spaces on the site. A long-term bicycle storage room would be provided within the garage area with space for 112 bikes. Three trash/recycling storage enclosures for the residential use will be located within the garage, and a trash pick-up staging area will be located near the western garage entry. The existing pedestrian sidewalks along the roadway frontages would be retained and/or improved, with walkway access to stairway entrances at various points around the building perimeter. An existing bus stop on the project boundary with Tapo Street near the proposed commercial component would be retained by the project.

# 2.4 PROPOSED LAND USE

The project proposes to redevelop the infill site with a mixed-use development consisting of a new 558,144 square foot multi-family residential apartment building with 278 dwelling units, and commercial space of 8,100 square feet that would be provided within a portion of the existing commercial shopping center that would be retained and remodeled. The project proposes to make use of State and Local affordable housing density bonuses by providing affordable housing units to qualify for more residential units than currently allowed by the existing Land Use and Zoning restrictions for the site.

## 2.5 PROJECT OBJECTIVES

Section 15124(b) of the State CEQA Guidelines requires that an EIR Project Description contain a statement of project objectives that include the underlying purpose of the project. The objectives for the proposed project are therefore listed below:

- Redevelop an underutilized commercial property with residential uses to provide needed housing in the City of Simi Valley, consistent with General Plan Goal HE-1 Balanced Community policies to provide a wide choice of new housing (HE-1.1), housing on underutilized sites (HE-1.3), and lot consolidation (HE-1.4);
- Create a Mixed-Use development consistent with General Plan Goal LU-19 Mixed-Use Villages policies, by providing housing units along with retail, office, or entertainment uses (LU-19.1) that are designed to enhance pedestrian activity (LU-19.3), and include on-site recreational amenities to support residents (LU-19.4.); and
- Provide affordable rental housing units consistent with the General Plan Goal HE-3 and applicable density bonus provisions per State Law (HE-3.1).

## 2.6 REQUIRED PERMITS AND APPROVALS

The project is requesting the following approvals from the City:

- Planned Development Permit (PD-S-1045)
- Tentative Parcel Map (TP-S-685)
- Affordable Housing Agreement (AHA-R-061)

The City has determined that as the commercial component of the proposed mixed-use project would be less than 25 percent of the overall project, and is horizontally distributed, the proposed project does not meet the minimum standards that must be implemented for all new or modified developments within the Mixed-Use Overlay District.

Pursuant to SVMC 9-31.020.B.2.b, the applicant is requesting one concession for up to a 20 percent increase in maximum building height, which for this site would allow up to 57.6 feet in height. The proposed building height of up to 55 feet would not exceed the allowable height per this concession. Additionally, pursuant to SVMC 9-44.105.C, the underlying CPD (MU) zoning standards of the overlay district allow a maximum height limit of 55 feet and four stories, which would not be exceeded by the proposed project.

Pursuant to the State's Density Bonus Law, the applicant is entitled to waivers to waive or reduce development standards that would physically preclude construction of the qualifying housing development. Under the State's Density Bonus Law, the applicant may request unlimited waivers for development standards that physically preclude the construction of a project that qualifies for a density bonus or incentive. The applicant has requested waivers of the following development standards:

- Floor Area Ratio
- Retain Non-conforming Aspects of Commercial Lot Landscaping
- Height Limit and Number of Stories
- Street Side Setback
- Front Setback
- Parking Structure on an Arterial

- Parking Structure on the Ground Floor
- Ground Floor Commercial
- Residential Private Open Space
- Driveway Location/Separation on Arterial

The City has not yet made a determination as to which of the waivers are acceptable, but would do so as part of the approval process in accordance with the Density Bonus Law.

The project would also require additional approvals and permits from the City of Simi Valley for construction activities including, but not limited to the following: demolition, grading, foundation, and building permits. As the site is currently developed and relatively flat, soil grading is anticipated to be balanced onsite, and no substantial soil import or export would be required.

## 2.7 INTENDED USES OF THE EIR

The EIR is an informational document that will determine the significance of potential direct and indirect environmental impacts of the proposed project and to notify City decision makers, the general public and responsible agencies of these effects. The City Planning Commission and/or other decision-making bodies of the City of Simi Valley will consider the findings of the EIR in deciding whether to approve the proposed project.

# 3.0 CUMULATIVE PROJECTS

The California Environmental Quality Act (CEQA)[1] and the State CEQA Guidelines[2] require that an Environmental Impact Report (EIR) address cumulative impacts, where the project's impacts are "cumulatively considerable." A project's impact is cumulatively considerable when the incremental effects of an individual project are significant when viewed in connection with the effects of past, present and reasonable foreseeable probable future projects. Where a proposed project's incremental effect is not cumulatively considerable, an EIR need only briefly describe its basis for reaching this conclusion.

State CEQA Guidelines section 15355 defines the term "cumulative impacts" as two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The following clarifications are also provided:

(a) The individual effects may be changes resulting from a single project or a number of separate projects.

(b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonable foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.[3]

State CEQA Guidelines section 15130 provides as follows:

(a) An EIR shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable, as defined in section 15065(a)(3). Where a lead agency is examining a project with an incremental effect that is not "cumulatively considerable," a lead agency need not consider that effect significant, but shall briefly describe its basis for concluding that the incremental effect is not cumulatively considerable.

(1) As defined in Section 15355, a cumulative impact consists of an impact which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts which do not result in part from the project evaluated in the EIR.

(2) When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, the EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in them EIR. A lead agency shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant.

(3) An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. A project's contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate

[1] California Public Resources Code, Division 13, Environmental Quality, Section 21000 et seq., California Environmental Quality Act (CEQA).
[2] California Code of Regulations, Title 14, Guidelines for the Implementation of the California Environmental Quality Act, Section 15000 et seq., (State CEQA Guidelines).
[3] California Public Resources Code, Title 14, Division 6, Chapter 3, Section 15355.

the cumulative impact. The lead agency shall identify facts and analysis supporting its conclusion that the contribution will be rendered less than cumulatively considerable.

(b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness, and should focus on the cumulative impact to which the identified other projects contribute rather than the attributes of other projects which do not contribute to the cumulative impact. The following elements are necessary to an adequate discussion of significant cumulative impacts:

(1) Either:

(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency, or

(B) A summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or areawide conditions contributing to the cumulative impact. Any such planning document shall be referenced and made available to the public at a location specified by the lead agency.

(2) When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.

(3) Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.

(4) A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and

(5) A reasonable analysis of the cumulative impacts of the relevant projects. An EIR shall examine reasonable, feasible options for mitigating or avoiding the project's contribution to any significant cumulative effects.

(c) With some projects, the only feasible mitigation for cumulative impacts may involve the adoption of ordinances or regulations rather than the imposition of conditions on a project-by-project basis.

(c) Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impacts analysis is required when a project is consistent with a general, specific, master or

comparable programmatic plan where the lead agency determines that the regional or areawide cumulative impacts of the proposed project have already been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan.

(e) If a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact, as provided in Section 15183(j).

For purposes of evaluating cumulative impacts, this EIR utilizes a summary of projections contained in the City of Simi Valley's Quarterly Development Summary for the Fourth Quarter 2017, the latest such summary available at the time of the project's Notice of Preparation (NOP). These Development Summary documents provide a comprehensive list of residential, commercial and industrial facility projects in review, recently approved or under construction, which can be utilized as the cumulative projects for Simi Valley CEQA Projects. As the proposed project is well within City limits, related projects in neighboring jurisdictions would not be relevant to the project's cumulative project analysis.

**Table 3-1, Cumulative Development Summary**, provides totals for the number of residential units and square footage of non-residential development within the City's cumulative project list, as described in the City's 2017 Fourth Quarter Development Summary. The City's Development Summary also provides addresses and location maps for the cumulative projects. The cumulative impact analyses for various issue areas evaluated in the EIR may be focused on cumulative projects that due to factors such as proximity to the proposed project, or location within the same service area or district associated with the provision of public services or utilities, could have a combined impact with the proposed project.

**Table 3-1**
**Cumulative Development Summary**

| Project Type* | Amount |
|---|---|
| Residential Multi-Family | 2,250 units |
| Residential Single-Family | 579 units |
| Commercial | 272,749 square feet |
| Industrial | 202,088 square feet |
| Source: City of Simi Valley, Quarterly Development Summary and Maps, Fourth Quarter 2017.<br>*Does not include wireless telecommunications facility projects. | |

# 4.1 AESTHETICS

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo project to result in impacts to aesthetic resources and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to aesthetic resources, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided in Section 7.0, Organizations and Persons Consulted and References, of this EIR.

## 4.1.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

Simi Valley is situated among a series of major and minor hills that visually frame the viewshed of the majority of the City's developed valley floor area. According to the City's General Plan EIR, "these hills constitute a significant natural topographical feature of the community because they are visible to persons traveling the major highway arteries as well as to citizens residing in and around the City." The physical characteristics of the City, in conjunction with the large amount of undeveloped land and open space in the surrounding area afford residents and visitors scenic opportunities.

### *Visual Resources*

The City's General Plan EIR provides a list of scenic resources that exist within the viewshed of the City. Within the vicinity of the project site, the visual resources that are visible consist of distant mountains and ridgelines that frame the viewshed of Simi Valley.

Mountains and Rock Formations

Mountains define the boundaries of the viewshed with ridgelines, slopes, and canyons. Big Mountain and the Whiteface escarpment are the prominent landscape elements viewed from the valley floor. The Santa Susana Mountains are located to the north and east of Simi Valley, and the Simi Hills are located along the south of Simi Valley. The Whiteface escarpment, which is the most recognizable scenic resource on the northern side of Simi Valley is located approximately 2.5 miles northwest of the project site.

Ridgelines and Canyons

The ridgelines and canyons surrounding Simi Valley project into the lower foothills of the adjoining mountain ranges surrounding the City, and provide a natural backdrop to the urban skyline.

Scenic Drives and Vistas

Scenic drives provide extended, sometimes-uninterrupted views of wide expanses of hillsides, ridgelines, woodlands, and other open spaces. There are no Officially Designated State or County Scenic Highways in the City of Simi Valley, although the California Scenic Highway Mapping System identifies the Ronald Reagan Freeway (SR-118, SR-118 freeway) within the City as an Eligible State Scenic Highway – Not

Officially Designated.[1] In the project vicinity, the SR-118 freeway corridor is framed by sound walls on both sides that prevent views of the surrounding development within the Valley Floor and of the project site.

### *Project Conditions and Surrounding Land Uses*

The majority of the project site is currently developed with a commercial center and associated parking lot. A small portion of the project site at the southwest corner is currently vacant and is surrounded by chain link fencing. The vacant portion of the site was previously developed with a gas station that has been removed, and is currently unpaved and sparsely vegetated with ruderal (weedy) growth. The project site is relatively flat, with little topographical variation across the site and surrounding properties. The parking lot area is landscaped with ornamental trees in planter areas and along the roadway frontage. A monopole cell tower located behind the existing structure in the northwest portion of the site is disguised as a cypress tree, among a row of actual cypress trees, and is not substantially visible or readily discernible as a cell tower in views from public roadways. Two multi-tenant pylon signs for the existing commercial center are located at the parking lot entrances on Tapo Street and Alamo Street.

The project site is surrounded by existing development of residential and commercial uses. As shown in Figure 2-2, adjacent land uses include multi-family residential complexes with two-story buildings to the north and east, single-family residences and a pharmacy to the south (across Alamo Street), and an auto repair facility, a two-story multi-family residential structure, and a dental office to the west (across Tapo Street). Additional land uses near the site include single-family homes to the northwest, and single-family homes and commercial office structures to the southwest. Representative photographs of the existing development on the project site are provided in Section 2.0, Project Description as Figures 2-3 A and 2-3 B.

## Regulatory Setting

### *Federal*

No existing federal regulations pertain to the visual resources within the project site.

### *State*

California Scenic Highway Program

The state's Scenic Highway Program preserves and protects scenic state highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. State highways either can be officially designated as scenic highways or be determined to be eligible for designation. The status of a state scenic highway changes from eligible to officially designated when the California Department of Transportation (Caltrans) approves the designation.

### *Regional and Local*

Simi Valley General Plan

Chapter 6, Natural Resources of the City's General Plan contains several policies for visual resource protection that address: maintenance of natural topography; provision of trails, recreation areas, and viewing areas near significant visual resources; location and design of developments within visually sensitive areas; and development on hillsides.

[1] California Department of Transportation, "California Scenic Highway Mapping System – Ventura County" http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/ accessed April 21, 2017.

Simi Valley Zoning Ordinance

The City's Zoning Ordinance sets forth specific policies for residential uses that relate to aesthetics and visual resource protections by providing standards for setbacks, building heights, and other requirements.

## 4.1.2 Thresholds of Significance

Section 15382 of the CEQA Statute and Guidelines states that a significant effect on the environment means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance. The potential for the proposed project to result in impacts related to aesthetics has been analyzed in relation to the threshold criteria below, which are based on the CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact to aesthetics when the proposed project has potential to:

- Have a substantial adverse effect on a scenic vista.
- Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.
- Substantially degrade the existing visual character or quality of the site and its surroundings.
- Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

## 4.1.3 Project Impacts and Mitigation Measures

The proposed project would redevelop the infill site currently occupied by an underperforming (mostly vacant) commercial center and surface parking lot, as well as a vacant lot at southwest corner of the site that is surrounded by chain link fencing. The vacant portion of the site, which was previously developed with a gas station that has been removed, currently consists of barren ground with some weedy vegetation. The proposed project would remove the majority of the existing commercial building and parking lot from the site, but would retain and remodel approximately 8,100 square feet of the commercial building in the northwest portion of the site as a commercial use. The remainder of the site would be developed with a 4-story multi-family residential structure, providing 278 apartment units. The ground floor of the new structure would consist of a parking garage and leasing office. The upper three levels would contain the residential units, a community room, and 12 open space courtyards on the second level. Several of the courtyards would be open to the building perimeter, providing articulation elements that reduce the project massing when viewed from the surrounding area. Landscaping would be installed along the street frontages as well as within the courtyards. The project would also retain the existing monopole cell tower masked as a cypress tree, which is located behind the portion of the existing commercial structure that would be retained.

### *Site Visibility From Public Roadways*

A general reconnaissance was conducted by driving along the SR-118 freeway and other primary roadways in the City to characterize the visibility of the site from prominent public locations near the site. Due to the elevation of the SR-118 freeway travel lanes above the relatively flat terrain of the valley floor, and a sound wall that lines the freeway in the vicinity of Tapo Street, the project site is not visible from the SR-118 freeway at distances where the existing development is discernible. Existing trees along the north side of the freeway that extend above the height of the sound wall further limit views of the developed area in the project site vicinity. Although the proposed structure would be taller than the existing structures, with a maximum height of 55 feet above the existing ground surface, the project would not likely be visible from the SR-118 freeway for most passenger vehicles due to the intervening distance of approximately 1,600

feet, and the heights of the elevated freeway lanes and the existing sound wall and trees lining the roadway. Taller vehicles in the eastbound lanes of the SR-118 freeway may potentially have a brief view of the upper floor of the proposed structure in the vicinity of the Tapo Street overcrossing where there is a gap in the trees that line the north side of the freeway. At freeway speeds, the duration of such a view would be very brief as vehicles pass by this gap in the existing vegetation along the freeway edge. Although the SR-118 freeway is identified as eligible for listing as a State Scenic Highway from the City of Moorpark, through the City of Simi Valley, to DeSoto Avenue in Los Angeles County, there are no currently designated State Scenic Highways in Simi Valley.

Tapo Street and Alamo Street are the most prominent public roadways that provide views of the project site, as these arterial roadways lie adjacent to the southern and western boundaries of the project site. No other arterial roadways would provide unobstructed or substantial views of the project site.

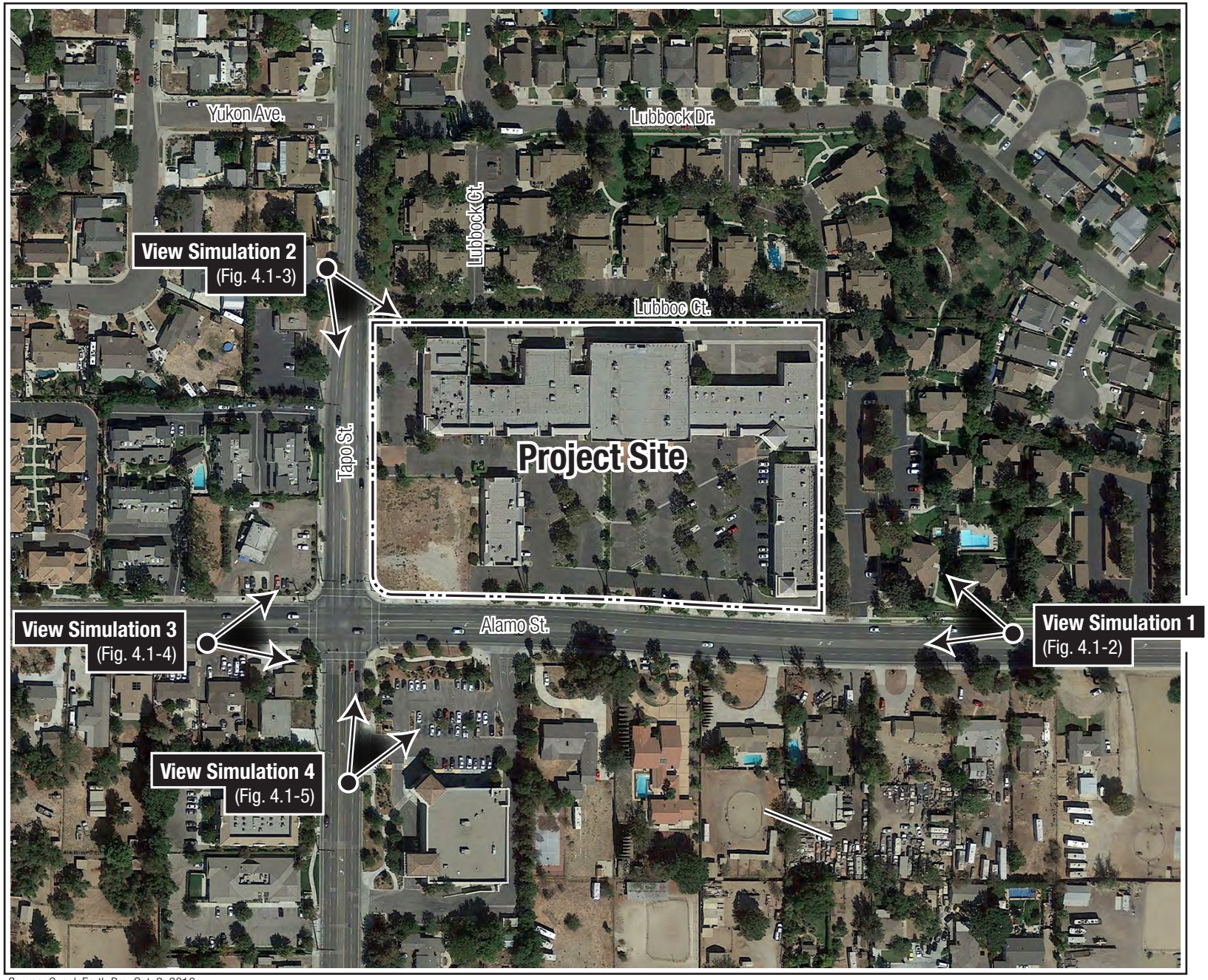
### *Visual Simulations*

To assist in the following evaluation, visual simulations were prepared that depict the project as it would appear from public viewing locations along Tapo Street and Alamo Street, that represent a range of viewing angles of the site. The simulated view locations were chosen to represent likely viewing angles of the site by the general public, which are depicted on **Figure 4.1-1, View Simulation Location Map**. The visual simulations, provided as **Figures 4.1-2 through 4.1-5, View Simulations**, have been created using photographs of the existing conditions which are also provided for comparison. The simulations were created using the project's site plans, grading plans, proposed exterior colors and materials, and landscaping plan, to reasonably depict the project as it would appear in context with the surroundings. The proposed landscaping trees have been depicted with heights and canopy widths to approximate their appearance five years after buildout based on the sizes to be installed and growth rates of the proposed species. In addition to evaluating view impacts depicted in the visual simulations, this analysis is also based on observations of the existing site conditions and of the vicinity in general.

## Impact AES-1: Scenic Vistas

The proposed project would potentially have a significant impact to aesthetics if the project would have a substantial adverse effect on a scenic vista. For purposes of determining significance of impacts under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. According to the City's General plan EIR, scenic vistas may include views of a range of resources, whether natural or man-made. To determine if the project's aesthetic impacts would be substantially adverse regarding scenic vistas, this analysis will be based on the extent that the project may obstruct a public view of valued visual resources; and/or dominate a scenic vista.

The project proposes to replace a commercial shopping center (including structures and the related parking lot), and a vacant lot, with a residential apartment building, and retain and remodel 8,100 square feet of the existing commercial structure. The proposed building would be a maximum of 55 feet high, and the remodeled commercial space would remain as a one-story structure in the northwest corner of the site. The existing structures are primarily located along the northern and eastern perimeter, with roadway-adjacent uses generally consisting of the parking lot, landscaping, and a vacant lot. The proposed residential structure would extend across the majority of the site, with southern and western facades near the existing sidewalk areas along Tapo and Alamo Streets. The existing conditions of the site as seen from public roadway views looking toward the property are shown in Figures 4.1-1 through 4.1-5, Visual Simulations. Additional views of the project site's existing conditions are provided in Section 2.0, Project Description (Figures 2-3A and 2-3B).




Source: GoogleEarth Pro, Oct. 2, 2016.



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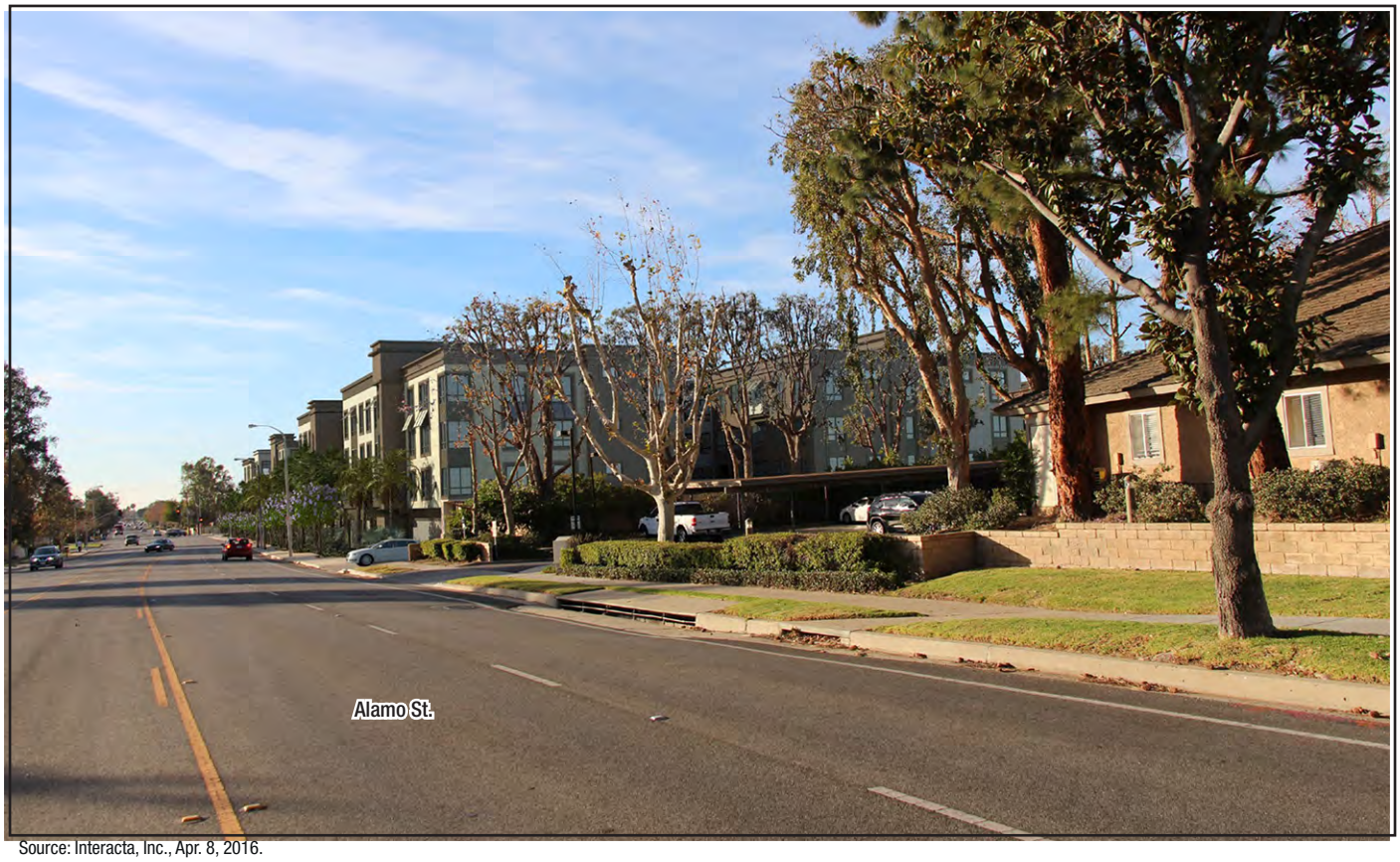
# View Simulation Location Map

FIGURE 4.1-1

Current Conditions

Proposed Conditions




Source: Interacta, Inc., Apr. 8, 2016.



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## View Simulation 1 – Alamo Street (Westbound)

FIGURE 4.1-2

Current Conditions

Proposed Conditions

Source: Interacta, Inc., Apr. 8, 2016.



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# View Simulation 2 – Tapo Street (Southbound)

FIGURE 4.1-3

Current Conditions

Proposed Conditions

Source: Interacta, Inc., Apr. 8, 2016.



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# View Simulation 3 – Alamo Street (Eastbound)

FIGURE 4.1-4

Current Conditions

Proposed Conditions

Source: Interacta, Inc., Apr. 8, 2016.



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# View Simulation 4 – Tapo Street (Northbound)

FIGURE 4.1-5

The Simi Valley General Plan EIR states that expansive scenic vistas exist all along SR-118, and that scenic views and vistas can be found along roads through various canyons, including Tapo Canyon and Alamos Canyon, and that Madera Road and Olsen Road afford scenic vistas as well. As discussed above, the project would not be visible from the SR-118 freeway segment that crosses the valley floor due to the elevation of the travel lanes above the surrounding area, extensive sound walls along the sides, and landscaping trees beyond the sound walls. The project site is not within view of the other four roadways listed in the General Plan EIR as those that provide scenic vistas. As the City is primarily located within a valley floor, roadways that extend into, or cross over, the surrounding hills, such as the SR-118 freeway that crosses the Santa Susana Mountains to the east, provide opportunities for sweeping vistas across the urban development areas of the City of Simi Valley. However, due to the relatively small scale of the proposed project in comparison to the overall urban landscape of the City, as well as topographical features such as intervening foothills, the proposed project would not be substantially discernible from such distant views. As such, the project would not substantially obstruct public views or dominate the viewshed available from distant public viewing areas that provide scenic vistas across the City.

The immediate vicinity of the project site is a relatively flat, developed area of the valley. Distant scenic vista view opportunities in the project vicinity are generally limited to views of mountain ridgelines at the City's perimeters as seen from along roadway corridors. Existing views from roadways in the project vicinity are shown in the existing conditions photos of Figures 4.1-1 through 4.1-4, Visual Simulations. As demonstrated, the existing development and landscaping on the site and nearby properties reduces the expanse of distant ridgelines visible from along local roadways. While views of distant ridgelines from public roadways are common throughout Simi Valley, such views are often obstructed or obscured by existing development and landscaping along roadways, which results in intermittent interruptions of such views from traveling vehicles and pedestrians. **Figures 4.1-6A and Figure 4.1-6B** provide examples of views from Tapo Street and Alamo Street in the project's immediate and nearby vicinity, demonstrating that existing development and landscaping of nearby properties as well as on the project site itself partially or completely screen views of distant ridgelines from certain locations along public roadways. A map of the view locations depicted in Figures 4.1-6A and 4.1-6B in relation to the project site is provided on Figure 4.1-6B. Although as shown in these figures a single view of a distant ridgeline from a particular location at a particular angle may be obstructed by existing development, distant ridgelines remain visible from major roadways in most parts of the City due to relatively straight alignments that provide unobstructed views across the valley to the mountains that surround the City. In addition, while an existing structure(s) or tree(s) may obstruct views of a distant ridgeline from a particular location or angle in a static view (i.e., a photograph), due to the fact that there are ridgelines in the project site vicinity to the north, south, and east, a view of a different ridgeline may be available by looking in a different direction or a different angle than shown in a photograph.

The photos of Current Conditions shown in Figures 4.1-2 through 4.1-5 show that views of distant ridgelines are obstructed to various degrees by existing structures and landscaping. Additionally, in views from near Tapo Street, intervening infrastructure such as overhead wires and support poles, street lights and traffic signals, as well as landscaping trees interfere somewhat with some portion of views where ridgelines are visible in the distance. Nevertheless, for discussion purposes, the percentages of the views depicted in Figures 4.1-2 through 4.1-5 in which visibility of distant ridgelines are obstructed by development in the Current Conditions photos compared to the Proposed Conditions simulations have been roughly estimated as described below.

In Figure 4.1-2 (Westbound Alamo Street), approximately 94 percent of the view depicted does not include ridgeline views under current conditions. Additionally, of the six percent of the frame where some ridgeline view may be discerned, existing trees on the adjacent property in the foreground, which appear to be recently pruned in the photograph, attain a fuller leaf canopy, an additional five percent of the overall view

**Photo A1 –** Northerly view from Alamo Street approximately 160 feet west of the project site showing existing auto repair shop, multi-family residential structures and landscaping trees, with limited ridge line views. Photo taken December 29, 2017.

**Photo A2 –** Northerly view from intersection of Tapo and Alamo Streets showing development on both sides of the roadway framing distant ridge line view. Photo taken December 29, 2017.

**Photo A3 –** Southeasterly view from intersection of Tapo and Alamo Streets showing existing commercial use (CVS) obstructing views of distant ridge lines. Photo taken December 29, 2017.

**Photo A4 –** Southerly view from intersection of Tapo and Alamo Streets showing development on both sides of the roadway framing distant ridge line view. Photo taken December 29, 2017.



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# Existing Conditions Affecting Vistas in the Project Vicinity

FIGURE 4.1-6A

**Photo B1 –** Southwesterly view from north side of Alamo Street sidewalk approx. 350 feet east of project site with existing single-story homes and landscaping obstructing views of distant ridge lines. Photo taken December 29, 2017.

**Photo B2 –** Westerly view from north side of Alamo Street sidewalk approx. 350 feet east of project site with existing two-story residential structures and landscaping obstructing views of distant ridge lines. Photo taken December 29, 2017.

**Photo B3 –** Easterly view from Tapo Street along northern project boundary and existing service/delivery alley with adjacent residential uses and existing onsite commercial development obstructing views of distant ridge lines. Photo taken December 29, 2017.

Photo locations



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# Existing Conditions Affecting Vistas in the Project Vicinity (and Photo Location Map)

FIGURE 4.1-6B

frame would be expected to show complete obstruction of any ridgeline view. Therefore, under current conditions, a total of 94 to 99 percent of the view frame presented in Figure 4.1-2 would not include views of distant ridgelines. With implementation of the project, the minimally discernible portion of a visible ridgeline in this view would likewise be obstructed.

In Figure 4.1-3 (Southbound Tapo Street), approximately 68 percent of the view depicted does not include ridgeline views under current conditions due to intervening development including the existing commercial use, monument sign, and landscaping on the site. With implementation of the project, approximately 13 percent more of the view depicted would have distant ridgelines obstructed by the proposed new structure. Views of ridgelines to the south would remain visible from this location as seen in the Proposed Conditions simulation of Figure 4.1-3.

In Figure 4.1-4 (Eastbound Alamo Street), approximately 30 percent of the view shows that distant views of ridgelines are obstructed by existing development. Of the portion considered to have visible ridgelines in the distance, existing overhead electrical lines, support poles, streetlights, and palm trees further interfere with ridgeline views from this location. With implementation of the project, approximately 53 percent more of the view shown would have distant ridgelines views obstructed by the proposed new structure.

In Figure 4.1-5 (Northbound Tapo Street), approximately 38 percent of the view shown in the current conditions photo is obstructed by existing development and landscaping features. With implementation of the project, approximately 38 percent more of the view shown would have distant ridgelines views obstructed by the proposed new structure.

As demonstrated in the above four paragraphs, the existing extent of available ridgeline views in the project vicinity is highly variable depending on the photo locations' distance, angle, and width of view presented, ranging from approximately one to 70 percent of the views shown in the current conditions photographs of Figures 4.1-2 through 4.1-5. Likewise, the project's incremental increase in ridgeline view obstruction is also highly variable depending on the photo location and the view presented, from approximately zero to 53 percent in the views depicted. While this discussion indicates that the project would result in some degree of additional obstruction of ridgeline views from very localized locations, it also shows that localized obstruction of ridgeline views by development is not an unusual circumstance in the project site vicinity. A similar effect was also observed in various developed portions of the valley floor, where views of distant ridgelines are obstructed, sometimes to a high degree, under existing conditions. Because the photographic views depicted do not encompass the entirety of the viewshed that may be observed from these photo locations, any measurable quantity or percentage of ridgelines that would be visible (or obstructed) could vary greatly from what may be examined in the figures provided herein.

As with existing development in the vicinity, the project's effect on views of distant ridgelines would be limited to an intermittent interruption of views as one travels along Tapo and Alamo Streets. For vehicles traveling at the posted speed limit of 45 miles per hour on Tapo and Alamo Streets, the duration of this interruption would be approximately 9 seconds (without signal light delays) to pass by the proposed 621-foot long building façade along Alamo Street, and approximately 2.4 seconds to pass by the 158-foot long portion of the proposed building that would be adjacent to Tapo Street. Based on these lengths of the proposed structure at the southern and western frontage with adjacent streets, the new building length would be approximately 2.5 percent of the overall length of Alamo Street, which is approximately 4.6 miles long, and approximately 1.3 percent of the overall length of Tapo Street, which is approximately 2.2 miles long. Additionally, due to the relatively straight alignments of Tapo and Alamo Streets, distant views of ridgelines would still remain visible to the public along portions of these roadway corridors in the project vicinity, as well as locations throughout the City. The project site location is not identified as a designated viewpoint for scenic vistas, and does not provide an exemplary viewing location that is substantially more

advantageous to ridgeline views than other roadways or open space areas within the City. At slightly farther distances from the site than those depicted in Figures 4.1-2 through 4.1-5, views of distant ridgelines would not be obstructed by the proposed project. Based on these considerations, the project would not substantially obstruct public views of visual resources.

The existing structures and large parking lot that occupy the site are visually quite distinct and noticeable in comparison to the surroundings when viewed from adjacent roadways under existing conditions, as would be the proposed project when viewed in close proximity. However, the current conditions on the project site do not represent, or beneficially contribute to a scenic vista. As described above, for purposes of determining significance of impacts under CEQA, a scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The project site location is not identified as a designated viewpoint for scenic vistas, and does not provide an exemplary viewing location that is substantially more advantageous for viewing ridgelines than other roadways or open space areas within the City. The adjacent roadways (Tapo Street and Alamo Street) from which the project would be most visible to the public, are not identified as scenic drives providing scenic views or vistas in the City's General Plan or General Plan EIR. The limited portion of roadways from which distant ridgeline views would be affected by the project not currently affected by existing development would not be substantially different from similar distant view obstructions caused by existing structures and landscaping trees along roadways. Based on these considerations, the project site and nearby vicinity would not be considered to meet the definition of a scenic vista viewpoint as used in this analysis. As such, the project would not have a substantial adverse effect on a scenic vista, and therefore, impacts would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AES-2: Scenic Resources

The proposed project would potentially have a significant impact to aesthetics if the project would substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway. There are no designated state scenic highways in the project vicinity, although the SR-118 freeway is identified as eligible for a scenic highway designation. As discussed under existing conditions, the project site is not generally visible from the SR-118 freeway in the vicinity of the project site due to an existing sound wall and landscaping trees at the freeway edge that block views of the surrounding urban development. Distant views seen by westbound motorists on the SR-118 freeway at higher elevations in the Santa Susana Pass area overlook a large expanse of the urban areas of Simi Valley and surrounding ridgelines; however, due to intervening topography, as well as distance, the project would not be readily discernible from the surrounding urban development of the City. Tapo Canyon Road is identified as an eligible County Scenic Highway, from the SR-118 freeway to north of the City's Sphere of Influence. The project site lies approximately 0.5 mile east of Tapo Canyon Road, and is not visible from any portion of the Tapo Canyon Road Eligible County Scenic Highway segment due to distance, intervening urban development, and the canyon topography of the northern portion of Tapo Canyon Road. Therefore, the project would not be visible from a state scenic highway, and would not be substantially visible from an eligible scenic highway. The project site or surroundings do not include any other identified scenic resource, including protected oak trees, rock outcroppings, or historic buildings. Existing landscaping trees within the project site parking lot are not visible from the SR-118 freeway. Therefore, development of the proposed project would not damage scenic resource visible from a scenic

highway, and the project's potential impacts regarding damaging significant scenic resources within a scenic highway or to any other scenic resource would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AES-3: Visual Character

The proposed project would potentially have a significant impact to aesthetics if the project would substantially degrade the existing visual character or quality of the site and its surroundings. Under the City's current zoning of Commercial Planned Development (CPD) Mixed Use (MU) Overlay District pursuant to Municipal Code Section 9-44.105(B) (2) - Mixed-Use (MU) Overlay District Standards, the maximum allowable height for a primary structure on the site would be 55 feet.

The project's proposed height of 55 feet would not exceed the maximum allowable height for a mixed-use structure on the site; however, the City has determined that as the commercial component of the proposed mixed-use project would be less than 25 percent of the overall project, and is horizontally distributed, the proposed project does not meet the minimum standards that must be implemented for all new or modified developments within the Mixed-Use Overlay District. The City decision makers will make a determination on whether to approve requested waivers pursuant to local and State affordable housing density bonus requirements in considering the proposed project's application.

Currently, the visual character of the existing primarily vacant commercial building, parking lot, and chain-link fenced vacant portions of the project site does not represent a valued asset to the visual character of the community. Based on the daily traffic volumes reported in the City's General Plan EIR, the number of vehicles passing by the site (carrying potential viewers of the existing shopping center or the proposed project) would be approximately 11,900 on Tapo Street north of Alamo Street, and approximately 11,800 on Alamo Street east of Tapo Street. Traffic volumes on Alamo Street west of Tapo Street (just west of the project site) are approximately 17,800 daily trips. However, some daily trips represent two legs of one outing (i.e. leaving a residence for work, shopping, etc. and then returning) and therefore carry the same individual "viewer". Conversely, some vehicles carry more than one person, increasing the number of viewers per trip. As such, the number of daily trips is not equivalent to the number of individual daily viewers that pass the project site, however, the data is presented for discussion purposes.

The proposed project would introduce a four-story residential structure and retain a portion of the existing commercial structure on the site, consistent with the existing land use designation. Surrounding uses include multi-family residences, single-family homes, and commercial uses. The proposed residential building would be two stories higher than the highest existing adjacent uses. Multiple comments regarding the building height and size being undesirable were received by the City during the Notice of Preparation (NOP) and project scoping meeting comment periods, as seen in the Initial Study/NOP and scoping comments provided in **Appendix A**. The City's General Plan EIR acknowledges that while new development might alter the existing visual character of a site; redevelopment of areas containing sparse or under-maintained landscaping, dated or incongruent architecture, and buildings that are vacant and obsolete, "such alteration is more likely to be perceived as an improvement to the site and surrounding neighborhood, rather than as an adverse impact."

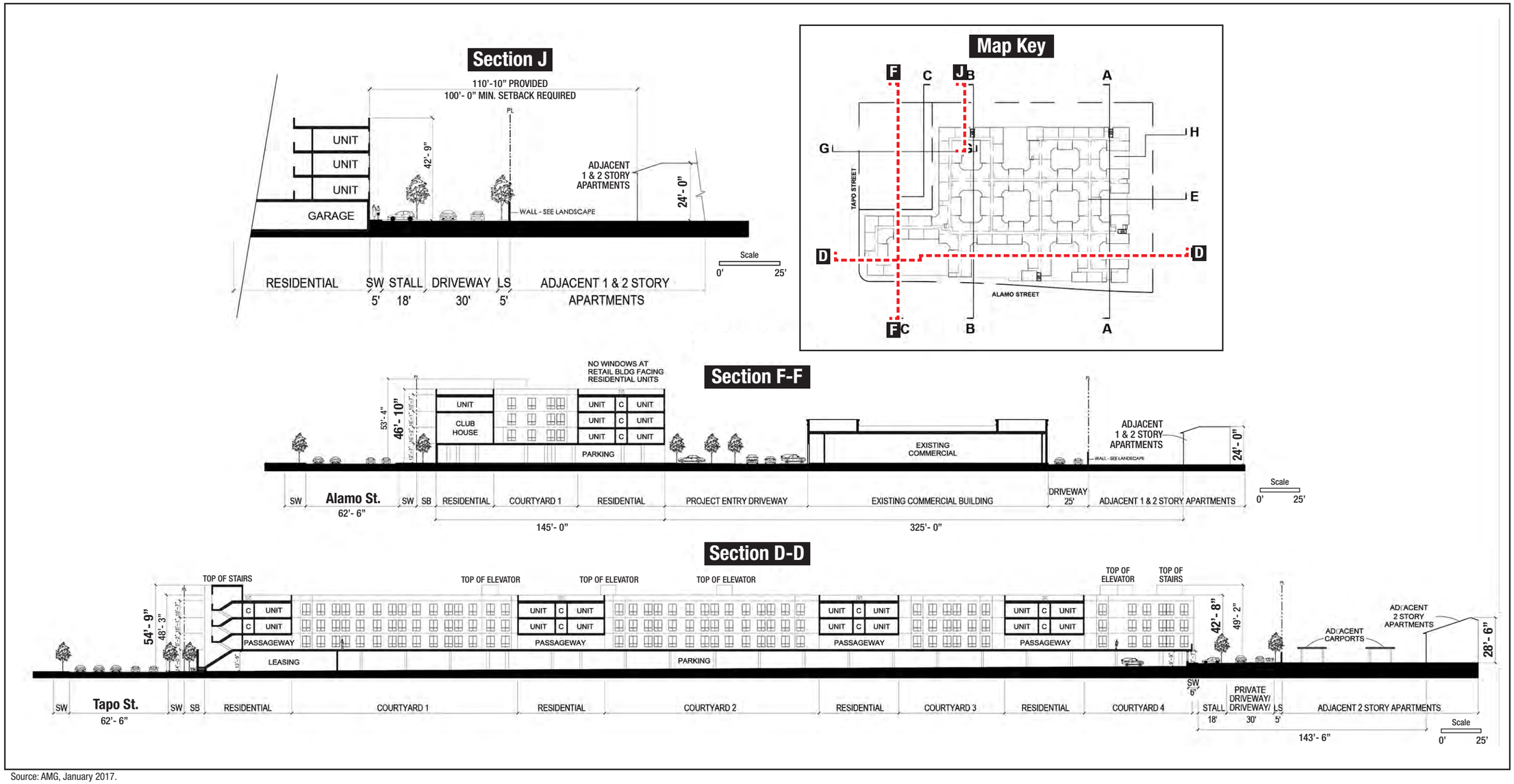
The proposed residential building has been sited closer to the adjacent roadways to provide over 100 feet of distance between the new structure and existing residential buildings to the east and north along Alamo Street and Tapo Street. The project's architectural design features include articulated upper floors that reduce the perceived massing of the structure. These articulations are related to the open space areas located above the garage level of the building, which along Alamo Street comprise approximately 50 percent of the upper three levels in total, setting those portions of the upper three stories approximately 70 to 80 additional feet farther back from the first floor garage level. Similar open space areas would be located above the garage level along the east and north sides of the building. These open space areas provide a park-like setting for use by project residents, and would include landscaping, park benches, and shade trellises, and some recreational play areas. The project's landscaping plan would also provide street level landscaping trees and shrubs along the street frontages, which would provide partial visual screening of the garage level of the building, and blend with the existing landscaping along adjacent development areas. Existing trees on adjacent properties along the perimeter of the project site to the north and east would continue to provide visual screening of the project site from those multi-family complexes.

In determining if the project's aesthetic impacts regarding visual character would be substantially adverse, this analysis will utilize the visual simulations provided in Figures 4.1-2 through 4.2-5 to qualitatively gauge scale and massing, as well as observations of existing conditions of the site and vicinity, distances of the project from adjacent residences, and comparative heights. **Figure 4.1-7, Site Sections**, depicts the comparative height differences of the building and adjacent residences to the north, along Tapo Street, and to the east, along Alamo Street. This figure also shows the distances of the proposed building from those adjacent residences. These considerations provide a quantitative nature to the analysis, to the extent possible.

Figures 4.1-2 through 4.1-5 provide visual simulations created to reasonably depict how the proposed residential structure and the commercial structure to be retained would appear in context with the immediately surrounding development. These simulations depict the comparative difference in height, scale, and massing of the project compared to existing surroundings. They also provide existing conditions by which a comparison can be made regarding the effect or contribution to the visual character made by the existing development on the site, and that of the proposed project. As shown in Figure 4.1-7, existing residences to the east along Alamo Street would be separated from the proposed building by approximately 143 feet, and would have a height difference of approximately 14 feet. The proposed building would be approximately 110 feet from adjacent residences to the north, with a height difference of approximately 19 feet. Single-story residences along the south side of Alamo Street would be separated from the proposed building by approximately 180 feet.

The separation distances between land uses shown in Figure 4.1-6 do not account for the project's additional distances between existing land uses and the upper levels provided by open space areas above portions of the garage level. The open space areas of the upper three floors would provide an additional distance of 60 to 68 feet to the east, 75 to 86 feet to the south, and 97 feet to the north, beyond the distances from the ground floor to adjacent uses, for those portions of the building with open spaces at the perimeter. The commercial portion of the project would not change in height and would remain the same scale as existing conditions, although with exterior renovation to match the design of the proposed residential building.

The project's exterior would consist of earth tone colors, articulated architecture design, and landscaping. While the overall length and width of the building along street frontages would be greater than existing adjacent residential buildings, the design articulation of the façade with cut out areas of the upper floors for open spaces would reduce the visual massing of the building, creating the appearance of several buildings from the second to the fourth floors as seen when approaching the building from the east or west.




Source: AMG, January 2017.



envicom

## Site Sections

FIGURE 4.1-7

The infill project site is surrounded by existing development, including multi-family residential complexes, single-family residences, and commercial uses including a pharmacy store, and auto repair shop, all of which contribute to the visual character of the immediate vicinity. Although the existing structures on the project site are relatively low profile, they are of a dated design, with a large expanse of asphalt parking lot adjacent to Alamo Street. The vacant lot portion of the site is enclosed in chain link fencing and consists of barren ground and weedy vegetation. As such, the proposed redevelopment would not remove an existing beneficial contributor to the visual character of the vicinity.

While the project would place a four-story structure in near proximity to existing one- and two-story residences, such height differentiation is not uncommon in many communities, particularly where differing land use designations and zonings abut. Although buildings greater than three stories are relatively uncommon within Simi Valley in general, the project height of 55 feet would be consistent with the maximum height allowable for the site under the existing zoning and land use designation for the site.

The project conforms to the allowable density for the site pursuant to State density bonus requirements for affordable housing, and would not exceed the maximum allowable height for development of the site. The project would redevelop the infill site, replacing a mostly vacant commercial shopping center, parking lot, and vacant lot, with a new building, sited to provide over 100 feet of separation from adjacent residential structures to the east and north along Alamo Street and Tapo Street. Project features such as landscaping and architectural articulation of upper floors would reduce the visual effect of the increased massing of the new building. As such, the proposed project would have a less than significant effect regarding visual character.

### *Mitigation Measures*

No mitigation measures would be required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AES-4: Light and Glare

The proposed project would potentially have a significant impact to aesthetics if it would create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. Under existing conditions, the majority of the project site is occupied by a commercial center and parking lot, with lighting sources consisting of adjacent City street lights, and onsite lighting fixtures including pole-mounted parking lot lights, as well as commercial signage lighting. Additional existing lighting sources in the immediate vicinity include commercial use parking areas and signage on the south side of Alamo Street, passing vehicles headlights, and other area lighting associated with an urban environment.

The proposed project would include exterior lighting for safety along the street frontage areas, and along the perimeter driveway and parking areas of the site. The project's outdoor areas, located above the parking garage level would also likely include lighting. The majority of the project's parking area would be located within the garage structure. The project's exterior lighting would be required to comply with City standards for downward facing fixtures of low intensity with screening to prevent light spillover onto adjacent properties. While the project would include exterior lighting sources, the surrounding area is currently subject to lighting and glare effects from the project site and surrounding development under existing conditions. As discussed in the Initial Study (Appendix A), the applicant is required to submit an exterior lighting (photometric) plan pursuant to Simi Valley Municipal Code Section 9-30.040.C.1, depicting a point-by-point foot-candle layout extending a minimum of 20 feet outside the property lines. The plan must

achieve the goals established by this Municipal Code subsection in order to eliminate illumination or glare from the project onto adjacent properties or streets.

The project exterior would feature earth tone colors, and would not include highly reflective metallic surfaces. All windows would have clear glazing with no reflective coatings, that would not substantially differ from existing glass materials used for windows throughout the City, and many windows on the fourth level would feature awnings that may further reduce potential glare.

A Shade and Shadow Study[2] was prepared for the proposed project, which modeled the resulting shadows and their relationship to nearby development during particular times of the year. The Shade and Shadow Study (**Appendix G**), concluded that the project shadow would not be on any sensitive use area[3] for three or more hours during the winter solstice between 9:00 A.M. and 3:00 P.M., and the project shadow would not be cast over any sensitive use area between the hours of 8:00 A.M. and 5:00 P.M. during the summer solstice, vernal equinox, and autumnal equinox.[4] The Shade and Shadow Study also depicts that the project shadow would not be cast over any existing residence during those same hours. As such, project shading impacts would be less than significant.

The project has been designed to be compatible with City requirements to minimize lighting impacts through the use of low intensity directional lighting and screening to minimize light spillover and glare onto residential neighborhoods. Compliance with City standards to control potential lighting impacts to adjacent sensitive uses would also serve to preserve night sky views, to the extent that they are currently available, through control of outdoor lighting. Therefore, the proposed project would not create a new source of substantial light and/or glare that would adversely affect day or nighttime views and impacts would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.1.4 Cumulative Impacts

The geographic context for cumulative visual impacts that would occur with the proposed project is the immediate vicinity of the project site from which the proposed structure would be clearly visible. There are no currently planned development projects within less than 0.25 miles of the project site, and no individual projects are planned or in process that would be visible within the same viewshed of the immediate vicinity of the project site. Therefore, the project would not, in combination with other projects result in a cumulatively considerable contribution to visual impacts beyond the project itself as evaluated above.

[2] Solargy, Inc., Shade and Shadow Study NEC Alamo Street and Tapo Street, November 21, 2017.
[3] Shadow sensitive use areas include a public or quasi-public park, lawn, garden, open space, or existing solar collectors.
[4] Shadow coverage extents are greatest during the winter solstice, and shortest during the summer solstice. The autumnal and vernal equinox shadow coverages are intermediate between the extents that occur during solstices.

# 4.2 AIR QUALITY

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street project to result in impacts to air quality and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. The following analysis is predominantly based on the project's Air Quality and Greenhouse Gas Study, prepared by Rincon Consultants, Inc., dated June 2018, and included in this EIR as Appendix B. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

## 4.2.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Project Site*

The project site is located in Simi Valley and measures approximately 6.88 acres. The site is currently occupied by the Belwood Center commercial shopping center, an approximately 78,000 square foot retail center that is primarily vacant. The immediate site vicinity is surrounded by urban development, consisting of multi and single-family housing as well as commercial developments.

### *Local Climate and Meteorology*

California's weather is heavily influenced by a semi-permanent high-pressure system west of the Pacific coast. The Mediterranean climate of the region and the coastal influence produce moderate temperatures year round, with rainfall concentrated in the winter months. The sea breeze, which is the predominant wind, is a primary factor in creating this climate and typically flows from the west-southwest in a day-night cycle with speeds generally ranging from 5 to 15 miles per hour.

The project site is located in the South Central Coast Air Basin (the Basin) and is under the jurisdiction of the Ventura County Air Pollution Control District (VCAPCD). Air quality in the Basin is affected by the emission sources located in the region, as well as by three natural factors:

- A natural terrain barrier to emission dispersion north and east of the metropolitan Los Angeles area.
- A dominant on-shore flow transports and disperses air pollution by driving air pollution originating in industrial areas along the coast toward the natural terrain barrier, limiting horizontal dispersion. The effect of this on-shore flow is a gradual degradation of air quality from coastal to inland areas.

The greatest impacts can be seen in the San Gabriel Valley and near Riverside at the foot of the San Gabriel Mountains.

- Atmospheric inversions limit dispersion of air pollution on a vertical scale. Temperature typically decreases with altitude. However, under inversion conditions temperature begins to increase at some height above the ground. The temperature increase continues through an unspecified layer after which the temperature change with height returns to standard conditions. The inversion layer is typically very stable and acts as a cap to the vertical dispersions of pollutants.

### *Air Quality Health Effects*

Sources and health effects of various pollutants regulated by the VCAPCD are shown in **Table 4.2-1, Health Effects of Major Criteria Pollutants.**

**Table 4.2-1**
**Health Effects of Major Criteria Pollutants**

| Pollutants | Sources | Primary Effects |
|---|---|---|
| Particulate Matter (PM-2.5 and PM-10: less than or equal to 2.5 or 10 microns, respectively) | • Cars and trucks (especially diesels)<br>• Fireplaces, woodstoves<br>• Windblown dust from roadways, agriculture and construction | • Hospitalizations for worsened heart diseases<br>• Emergency room visits for asthma<br>• Premature death |
| Ozone ($O_3$) | • Precursor sources*: motor vehicles, industrial emissions, and consumer products. | • Cough, chest tightness<br>• Difficulty taking a deep breath<br>• Worsened asthma symptoms<br>• Lung inflammation |
| Carbon Monoxide (CO) | • Any source that burns fuel such as cars, trucks, construction and farming equipment, and residential heaters and stoves. | • Chest pain in heart patients**<br>• Headaches, nausea**<br>• Reduced mental alertness**<br>• Death at very high levels** |
| Nitrogen Dioxide ($NO_2$) | • See carbon monoxide sources | • Increased response to allergens |
| Sulfur Dioxide ($SO_2$) [1] | • Motor vehicles, locomotives, ships, and off-road diesel equipment that are operated with fuels that contain high levels of sulfur.<br>• Industrial processes, such as natural gas and petroleum extraction, oil refining, and metal processing. | • Asthma exacerbation.<br>• Increased incidence of pulmonary symptoms and disease, decreased pulmonary function, and increased risk of mortality.*** |

Source: California Air Resources Board, ARB Fact Sheet: Air Pollution and Health, webpage reviewed December 2, 2009, accessed at https://www.arb.ca.gov/research/health/fs/fs1/fs1.htm on March 19, 2018.

[1] Source ($SO_2$): California Air Resources Board, Sulfur Dioxide (SO2) and Health, webpage last reviewed January 24, 2018, accessed at https://www.arb.ca.gov/research/aaqs/common-pollutants/so2/so2.htm on March 19, 2018.

*Ozone is not generated directly by these sources. Rather, chemicals emitted by these precursor sources react with sunlight to form ozone in the atmosphere.

**Health effects from CO exposures occur at levels considerably higher than ambient.

*** The elderly and people with cardiovascular disease or chronic lung disease (such as bronchitis or emphysema) are most likely to experience these adverse effects.

### *Baseline Air Quality*

The United States Environmental Protection Agency (USEPA) has set primary national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), PM-10, PM-2.5, 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 4.2-2, Federal and State Ambient Air Quality Standards,** lists the current federal and state standards for regulated pollutants.

**Table 4.2-2**
**Federal and State Ambient Air Quality Standards**

| Pollutant | Averaging Time | Federal Standards | California Standards |
|---|---|---|---|
| **Ozone ($O_3$)** | 1 Hour | - | 0.09 ppm |
| | 8 Hour | 0.07 ppm | 0.07 ppm |
| **Carbon Monoxide (CO)** | 8 Hour | 9.0 ppm | 9.0 ppm |
| | 1 Hour | 35 ppm | 20 ppm |
| **Nitrogen Dioxide ($NO_2$)** | Annual | 0.053 ppm | 0.030 ppm |
| | 1 Hour | 0.10 ppm | 0.18 ppm |
| **Sulfur Dioxide ($SO_2$)** | Annual | - | - |
| | 24 Hour | 0.14 ppm | 0.04 ppm |
| | 1 Hour | 0.075 ppm | 0.25 ppm |
| **Particulate Matter (PM-10)** | Annual | - | 20 $\mu g/m^3$ |
| | 24 Hour | 150 $\mu g/m^3$ | 50 $\mu g/m^3$ |
| **Fine Particulate Matter (PM-2.5)** | Annual | 12 $\mu g/m^3$ | 12 $\mu g/m^3$ |
| | 24 Hour | 35 $\mu g/m^3$ | – |
| **Lead** | 30-Day average | – | 1.5 $\mu g/m^3$ |
| | 3-Month Average | 0.15 $\mu g/m^3$ | – |

ppm = parts per million;
µg/m3 = micrograms per cubic meter
Source: ARB, 2016.

Data on existing air quality in the Ventura County portion of the South Central Coast Air Basin are available for ozone and particulate matter emissions within the 2014 Ambient Air Monitoring Network Plan. The 2014 Ambient Air Monitoring Network Plan contains data for six monitoring locations throughout Ventura County. The monitoring station located closest to Simi Valley and most representative of air quality at the project site is the Simi Valley Station on the Simi Valley High School campus at 5400 Cochran Street approximately 1.4 miles southeast of the project site. **Table 4.2-3, Ambient Air Quality at the Simi Valley Monitoring Station,** summarizes the annual air quality data from 2014 – 2016 in the local airshed for the criteria pollutants of greatest concern in Ventura County.

As shown in Table 4.2-3, the ozone concentrations at the Simi Valley Monitoring Station exceeded the one-hour state standard for one day in 2014, 2015, and 2016. The PM-10 concentrations exceeded federal standards for one day in 2016 and exceeded State standards for one, three, and four days in 2014, 2015, and 2016 respectively. Information regarding CO concentrations is not available from any of the monitoring stations in the County as monitoring ceased in 2004 due to the low levels of CO recorded.

**Table 4.2-3**
**Ambient Air Quality at the Simi Valley Monitoring Station**

| Pollutant | 2014 | 2015 | 2016 |
|---|---|---|---|
| **Ozone ($O_3$)** | | | |
| Max. 1-Hour Conc. (ppm) | 0.097 | 0.096 | 0.101 |
| Number of days exceeding State Standard (> 0.09 ppm) | 1 | 1 | 1 |
| Max. 8-Hour Conc. (ppm) | 0.085 | 0.078 | 0.083 |
| Number of days exceeding State Standard (> 0.07 ppm) | 15 | 13 | 7 |
| Number of days exceeding Federal Standard (> 0.075 ppm) | 15 | 13 | 7 |
| **Carbon Monoxide (CO)** | | | |
| Worst 8 hours (ppm) | N/A | N/A | N/A |
| Number of days exceeding State/Federal Standard (> 9.0 ppm) | N/A | N/A | N/A |
| **Nitrogen Dioxide ($NO_2$)** | | | |
| Max 1-hour Conc. (ppm) | 0.047 | 0.041 | 0.039 |
| Number of days of State exceedances (>0.18 ppm) | 0 | 0 | 0 |
| **Inhalable Particulates (PM-10)** | | | |
| Particular Matter > 10 microns, $\mu g/m^3$ Worst 24 Hours | 57.2 | 62.8 | 166.1 |
| Estimated Number of Days of State exceedances (>50 $\mu g/m^3$) | 1 | 3 | 4 |
| Estimated Number of Days of Federal exceedances (>150 $\mu g/m^3$) | 0 | 0 | 1 |
| **Ultra-Fine Particulates (PM-2.5)** | | | |
| Particular Matter < 2.5 microns, $\mu g/m^3$ Worst 24 Hours | 30.8 | 33.0 | 35.3 |
| Estimated Number of Days of Federal exceedances (>35 $\mu g/m^3$ ) | 0 | 0 | 0 |

Source: California Air Resources Board (ARB), 2014, 2015, 2016 Annual Air Quality Data Summaries available at http://www.arb.ca.gov/adam/topfour/topfour1.php
N/A = not measured
Note: California standards for ozone, carbon monoxide, and particulate matter are not to be exceeded. Federal standard for CO not to be exceeded more than once per year. Federal ozone standard is attained when the fourth highest eight-hour concentration in a year, averaged over three years, is equal to or less than the standard. For PM-10, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 $\mu g/m^3$ is equal to or less than one. For PM-2.5, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.

### *San Joaquin Valley Fever*

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus Coccidioides immitis. Infection is caused by inhalation of Coccidioides immitis spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities. The Valley Fever fungus tends to be found at the base of hillsides, in virgin, undisturbed soil and is found in the southwestern United States. In its primary form, symptoms appear as a mild upper respiratory infection, acute bronchitis, or pneumonia. The most common symptoms are fatigue, cough, chest pain, fever, rash, headache, and joint aches, although 60 percent of people infected are asymptomatic and do not seek medical attention. In the remaining 40 percent, symptoms range from mild to severe.

The VCAPCD indicates that the likelihood that the Valley Fever fungus may be present or be of concern increases with the number of factors listed below that would apply to any given site or project:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches).
- Dry, alkaline, sandy soils.
- Virgin, undisturbed, non-urban areas.
- Windy areas.
- Archaeological resources probable or known to exist in the area (Native American midden sites).
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass).
- Non-native population (i.e., out-of-area construction workers).

The project site is an infill location within the City's urban boundary. The proposed project site is not virgin, undisturbed land, and has been developed and covered with a parking lot and buildings for decades. Soils on the site consist of unconsolidated sands and gravel.[1] The vacant portion of the site has been previously graded and developed, including excavations for placement of underground tanks, as well as removal of those tanks. The project site is not a known or probable archaeological resource. The project would not include a special event on unvegetated soil. It is unknown where the project's construction workers may reside; however, it is likely that they would be from the local population (i.e., southern and central California) where the fungus is endemic, and therefore not as likely to be susceptible to negative effects. The project would be required to reduce fugitive dust emissions by spraying water on exposed soils during grading activities, including windy days. As such, the majority of the risk factors for the Valley Fever fungus listed above would not apply to the project site and the proposed project.

There is no recommended threshold to indicate if a project would result in a significant San Joaquin Valley Fever impact; however, the lead agency should consider the factors above that are applicable to the project or the project site to determine if project activities may create a significant Valley Fever impact. VCAPCD Guidelines provide recommendations for a lead agency to consider if a project is determined to represent a significant risk of causing Valley Fever. These VCAPCD recommendations focus on construction worker protections to prevent respiration of spores if present.

## Regulatory Setting

### *Federal*

National Ambient Air Quality Standards (AAQS)

In 1959 California enacted legislation requiring the State Department of Public Health to establish air quality standards. Ambient air quality standards (AAQS) define clean air, and are established to protect the health of the most sensitive groups in our communities (referred to as "sensitive receptors"). These standards identify levels of air quality for six "criteria" pollutants: ozone ($O_3$), carbon monoxide (CO), nitrogen dioxide ($NO_2$), sulfur dioxide ($SO_2$), particulate matter (both respirable particulate matter [PM-10] and fine particulate matter [PM-2.5]), and lead (Pb). The standards are considered to be the maximum concentration of ambient (background) air pollutants determined safe (within an adequate margin of safety) to protect the public health and welfare.

An air quality standard defines the maximum amount of a pollutant averaged over a specified period of time that can be present in outdoor air without any harmful effects on people or the environment. California law continues to mandate California ambient air quality standards (CAAQS), which are often more stringent

[1] Petra Geosciences, Inc., Preliminary Site Investigation and Percolation Study Proposed Alamo Street Mixed-Use Development Northeast of the Intersection of Alamo Street and Tapo Street Simi Valley, California, July 29, 2016.

than national standards.[2] The original CAAQS were established in 1962, and were adopted by the Air Resources Board (ARB) in 1969. The national ambient air quality standards (NAAQS), set by the U.S. Environmental Protection Agency (U.S. EPA), were first issued in 1971.[3]

Federal Clean Air Act (CAA)

The Federal Clean Air Act (CAA) requires areas that are not attaining the NAAQS to develop and implement a State Implementation Plan (SIP) emission reduction strategy demonstrating compliance with a series of CAA requirements to bring the area into attainment in a timely manner. The State of California also requires all feasible measures towards achievement of State of California ambient air quality standards (CAAQS or State standards) at the earliest practicable date.[4]

### *State*

California Clean Air Act

The ARB, a branch of the California Environmental Protection Agency (Cal/EPA), oversees air quality planning and control throughout California. It is primarily responsible for implementation of the California Clean Air Act (CCAA), responding to the federal CAA requirements, and for regulating emissions from motor vehicles and consumer products within the state.[5] ARB also sets health-based air quality standards and control measures for toxic air contaminants (TACs). California, in coordination with the federal government, has established health-based air quality standards for six federal criteria air pollutants. Known as the California Ambient Air Quality Standards (CAAQS), the standards are more stringent than the NAAQS, and in the case of PM-10 and $SO_2$, far more stringent. These standards protect sensitive receptors with a margin of safety from adverse health impacts due to exposure to air pollution. ARB has also established CAAQS for sulfates, visibility-reducing particles, hydrogen sulfide, and vinyl chloride. Enacted in 1988, the CCAA established a legal mandate for air basins to achieve CAAQS by the earliest practical date.

The focus of most of ARB's research goes toward automobile emissions, the largest public concern regarding air pollution in California. ARB establishes new standards for vehicles sold in California and for various types of equipment available commercially. ARB also sets fuel specifications to further reduce vehicular emissions.

Future development within the project area would be subject to compliance with federal and state air quality regulations during construction and operational phases.

California Health and Safety Code

ARB supervises and supports the regulatory activities of local air quality districts as well as monitors air quality itself. The California Health and Safety Code requires ARB to establish and periodically review area designation criteria. These designation criteria provide the basis for ARB to designate areas of the state as "attainment," "nonattainment," or "unclassified" according to state standards. ARB will designate an area as nonattainment for a pollutant if monitoring data show that a CAAQS for a particular pollutant was violated at least once during the previous three years. The Health and Safety Code requires ARB to use the designation criteria to designate areas of California and to review designations annually.

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[2] California Air Resources Board, California Ambient Air Quality Standards (CAAQS), accessed at https://www.arb.ca.gov/research/aaqs/caaqs/caaqs.htm on March 19, 2018.
[3] South Coast Air Quality Management District. 2017. Final 2016 Air Quality Management Plan. March.
[4] South Coast Air Quality Management District. 2017. Final 2016 Air Quality Management Plan. March.
[5] California Health and Safety Code, Sections 39607 et seq., 40001 et seq.

ARB establishes policy and statewide standards and administers the state's mobile source emissions control program. In addition, ARB oversees air quality programs established by state statute. ARB makes area designations for the following pollutants: $O_3$, CO, $NO_2$, $SO_2$, PM-10, PM-2.5, sulfates, lead, hydrogen sulfide, and visibility-reducing particles.

### *Regional and Local*

Southern California Association of Governments

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization (MPO) for six counties including Ventura County wherein the project area is located.[6] As the designated MPO, SCAG is federally mandated to research and plan for transportation, growth management, hazardous waste management, and air quality. Although SCAG is not an air quality management agency, it is responsible for several air quality planning issues. Specifically, as the designated MPO for the Southern California region, it is responsible, pursuant to Section 176(c) of the 1990 amendments to the Clean Air Act, for providing current population, employment, travel, and congestion projections for regional air quality planning efforts. With respect to air quality, SCAG has prepared the 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) as the basis for the transportation components of the Air Quality Management Plan (AQMP) that are utilized in the preparation of air quality forecasts and the consistency analysis included in the AQMP. Future AQMPs would account for updated growth projections from more recent RTPs and Regional Transportation Improvement Plans (TIPs).

Ventura County Air Pollution Control District (VCAPCD)

In California, regional air pollution control districts have been established to oversee the attainment of air quality standards within air basins, as defined by the state. The districts have permitting authority over all stationary sources of air pollutants within their district boundaries, and act as the primary reviewer of environmental documents associated with air quality issues. The VCAPCD is the local air quality management agency. The local air quality management agency is required to monitor air pollutant levels to ensure that applicable air quality standards are met and, if they are not met, to develop strategies to meet the standards.

Air Quality Management Plans (AQMP)

Under state law, the VCAPCD is required to prepare a plan for air quality improvement for pollutants for which the District is in non-compliance. In 2007, VCAPCD adopted an AQMP that provides a strategy for the attainment of state and federal air quality standards. Ventura County is not in attainment for the 2008 federal eight-hour ozone standard. The plan for Ventura County to meet the 2008 federal ozone standard, which has a deadline of 2021, is currently in development. While the 2007 AQMP contains some additional local control measures, most of the emissions reductions that Ventura County needs to attain the federal eight hour ozone standard and continue progress to the state ozone standard will come from the ARB's 2007 SIP and 2009 Reasonably Available Control Technology State Implementation Plan (2009 RACT SIP). These SIPs contain comprehensive emission reduction programs that focus on reducing emissions from mobile sources, consumer products, and pesticides to substantially improve air quality.

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

[6] Southern California Association of Governments, About SCAG, Accessed on July 18, 2018 at: http://www.scag.ca.gov/about/Pages/Home.aspx.

2016 Ventura County Air Quality Management Plan

The Ventura County Air Pollution Control Board adopted the 2016 Ventura County AQMP on February 14, 2017. The 2016 AQMP presents Ventura County's strategy (including related mandated elements) to attain the 2008 federal 8-hour ozone standard by 2020, as required by the federal Clean Air Act Amendments of 1990 and applicable U.S. EPA clean air regulations.

Photochemical air quality modeling and related analyses, including a Weight of Evidence assessment conducted for the 2016 AQMP, indicate that Ventura County will attain the 2008 federal 8-hour ozone standard by 2020 using local, state, and federal clean air programs. Similarly, the required Reasonable Further Progress (RFP) demonstration shows that Ventura County will achieve the required annual incremental emissions reductions for the purpose of ensuring attainment by the attainment year.

The 2016 AQMP was prepared to satisfy federal Clean Air Act planning requirements for areas designated as serious federal 8-hour ozone nonattainment areas, including, but not limited to, updated air quality information, an updated emissions inventory, local and state air pollutant control measures, new emission forecasts and projections, a new federal conformity budget for transportation projects, a reasonable further progress demonstration for precursors of ozone (reactive organic gases and nitrogen oxides), a demonstration that Ventura County will attain the 2008 federal 8-hour ozone standard, and contingency measures.[7]

San Joaquin Valley Fever

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus Coccidioides immitis. Infection is caused by inhalation of Coccidioides immitis spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities. The Valley Fever fungus tends to be found at the base of hillsides, in virgin, undisturbed soil and is found in the southwestern United States. In its primary form, symptoms appear as a mild upper respiratory infection, acute bronchitis, or pneumonia. The most common symptoms are fatigue, cough, chest pain, fever, rash, headache, and joint aches, although 60 percent of people infected are asymptomatic and do not seek medical attention. In the remaining 40 percent, symptoms range from mild to severe.

The VCAPCD indicates that the likelihood that the Valley Fever fungus may be present and impact the project or nearby land uses increases with the number of factors listed above that are applicable to the site:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches).
- Dry, alkaline, sandy soils.
- Virgin, undisturbed, non-urban areas.
- Windy areas.
- Archaeological resources probable or known to exist in the area (Native American midden sites).
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass).
- Non-native population (i.e., out-of-area construction workers).

[7] Ventura County Air Pollution Control District, 2016 Ventura County Air Quality Management Plan, Accessed on July 18, 2018 at: http://www.vcapcd.org/AQMP-2016.htm.

There is no recommended threshold for a significant San Joaquin Valley Fever impact; however, the lead agency should consider the factors above that are applicable to the project or the project site to determine if project activities may create a significant Valley Fever impact.

VCAPCD Guidelines provide recommendations for a lead agency to consider if a project is determined to represent a significant risk of causing Valley Fever. These VCAPCD recommendations focus on construction worker protections to prevent respiration of spores if present.

The project site is an infill location within the City's urban boundary. The proposed project site is not virgin, undisturbed land, and has been developed and covered with a parking lot and buildings for decades. The vacant portion of the site has been previously graded and developed, including excavations for placement of underground tanks, as well as removal of those tanks. The project site is not a known or probable archaeological resource. The project would not include a special event on unvegetated soil. It is unknown where the project's construction workers may reside; however, it is likely that they would be from the local population (i.e., southern and central California) where the fungus is endemic. The project would be required to reduce fugitive dust emissions by spraying water on exposed soils during grading activities, including windy days. Soils on the site consist of unconsolidated sands and gravel.[8]

## 4.2.2 Thresholds of Significance

Air quality impacts are considered significant if they cause clean air standards to be violated where they are currently met, or if they measurably contribute to an existing violation of standards. Substantial emissions of air contaminants for which there is no safe exposure, or nuisance emissions such as dust or odors, would also be considered a significant impact. Two sources were consulted during the development of thresholds of significance to evaluate the proposed project's potential impacts to air quality: Appendix G, Environmental Checklist Form, of the CEQA Guidelines, and the VCAPCD's Ventura County Air Quality Assessment Guidelines.[9]

### CEQA Guidelines Significance Thresholds

The potential for the proposed project to result in impacts related to air quality has been analyzed in relation to the thresholds below, as established in the State CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact to air quality when the proposed project has potential to:

- Conflict with or obstruct implementation of the applicable air quality plan.
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation.
- 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).
- Expose sensitive receptors to substantial pollutant concentrations.
- Create objectionable odors affecting a substantial number of people.

[8] Petra Geosciences, Inc., Preliminary Site Investigation and Percolation Study Proposed Alamo Street Mixed-Use Development Northeast of the Intersection of Alamo Street and Tapo Street Simi Valley, California, July 29, 2016.

[9] Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, October 2003.

### VCAPCD Significance Thresholds

Based on the Ventura County Air Quality Assessment Guidelines, for projects proposed in Ventura County, impacts are considered significant if a project would:

- Generate daily emissions exceeding 25 pounds of reactive organic compounds (ROG) or nitrogen oxides (NOX).
- Be inconsistent with goals and policies of the Ventura County AQMP.
- Create a human health hazard by exposing sensitive receptors to toxic air emissions.
- Create objectionable odors affecting a substantial number of people.
- Cause an exceedance or make a substantial contribution to an exceedance of an ambient air quality standard.
- Directly or indirectly cause the exceed the population forecasts in the most recently adopted AQMP.

According to the VAPCD Guidelines, projects that generate more than 25 pounds per day of ROG and NOx may jeopardize attainment of the federal and State ozone standard, resulting in significant impact on air quality. The 25 pounds per day threshold for ROG and NOx are not intended to be applied to construction emissions since such emissions are temporary.

The VCAPCD has not established quantitative thresholds for particulate matter for either operation or construction. However, the VCAPCD indicates that a project that may generate fugitive dust emissions in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons, or which may endanger the comfort, repose, health, or safety of any such person, or which may cause or have a natural tendency to cause injury or damage to business or property would have a significant air quality impact. This threshold is particularly applicable to the generation of fugitive dust during construction grading operations.

There is no VCAPCD recommended threshold to indicate if a project would result in a significant San Joaquin Valley Fever impact; however, the lead agency should consider the risk factors noted by VCAPCD that may be applicable to the project or the project site to determine if project activities may create a significant Valley Fever impact. VCAPCD Guidelines provide recommendations for a lead agency to consider if a project is determined to represent a significant risk of causing Valley Fever. These VCAPCD recommendations focus on construction worker protections to prevent respiration of spores if present.

## 4.2.3 Project Impacts and Mitigation Measures

### Impact AQ -1 Air Quality Management Plan

The proposed project could result in a significant impact if it would conflict, obstruct implementation, or would be inconsistent with the goals of the Ventura County AQMP, such as directly or indirectly causing the existing population to exceed the population forecasts in the most recently adopted AQMP.

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

The California Department of Finance (DOF) estimates the 2016 population of Ventura County to be 856,508, a 0.7 percent growth increase from 2015. VCOG estimates that the County's population will increase to 995,375 by 2040, an increase in approximately 138,867 residents. The proposed project's 278 residential units would provide housing for approximately 834 residents, based on an average household size of 3.0 persons reported by VCOG. The addition of 834 new residents would increase the Ventura County population to 857,342 residents, which falls within the population growth forecast for Ventura County. The project would account for less than one percent of Ventura County's projected population growth. Therefore, the project would not generate growth exceeding the VCOG projected population growth forecast and would comply with the AQMP. As a result, impacts would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AQ-2 Air Quality Standards

The proposed project could have a significant impact if it would violate any air quality standard or contribute substantially to an existing or projected air quality violation. The following evaluation and estimation of project emissions are provided in the project's Air Quality and Greenhouse Gas Study, included as Appendix B of this EIR.

Construction Emissions Estimates

Construction of the project would generate temporary air pollutant emissions associated with fugitive dust (PM-10 and PM-2.5) from soil disturbance, exhaust emissions from heavy-duty construction vehicles and material delivery trucks, and ROG emissions released primarily during application of architectural coatings. Construction phases would generally consist of demolition, site preparation, grading, building construction, paving, and architectural coating. **Table 4.2-4, Conceptual Construction Equipment Fleet and Duration**, shows the anticipated duration of each construction activity phase and corresponding equipment type and quantity.

**Table 4.2-4**
**Conceptual Construction Equipment Fleet and Duration**

| Construction Activity | Duration (days) | Equipment Type and Quantity |
|---|---|---|
| Demolition | 20 | 3 Excavators |
| | | 1 Concrete/Industrial Saw |
| | | 2 Rubber Tire Dozers |
| Site Preparation | 10 | 4 Tractors/Loaders/Backhoes |
| | | 3 Rubber Tire Dozer |
| Grading | 20 | 2 Excavators |
| | | 1 Rubber Tire Dozer |
| | | 1 Grader |
| | | 2 Tractors/Loaders/Backhoes |
| | | 1 Scraper |

| Construction Activity | Duration (days) | Equipment Type and Quantity |
|---|---|---|
| Construction | 230 | 1 Crane |
| | | 3 Forklifts |
| | | 1 Welder |
| | | 1 Generator Set |
| Paving | 20 | 2 Pavers |
| | | 2 Rollers |
| | | 3 Tractors/Loaders/Backhoes |
| | | 2 Paving Equipment |
| Architectural Coating | 120 | 1 Air Compressor |
| Source: Rincon Consultants, Inc., June 2018. | | |

The project's maximum daily pollutant emissions from project construction activities as estimated by CalEEMod and reported in the project's Air Quality and Greenhouse Gas Study are shown in **Table 4.2-5, Maximum Daily Emissions (Construction)**.

As stated in the project's Air Quality and Greenhouse Gas Study, the VCAPCD does not intend for the significance threshold of 25 pounds per day for ROG and $NO_X$ to be applied to construction emissions since such emissions are temporary. The project's greatest emissions of fugitive dust would occur during the site preparation and grading phases, due to the use of earth-moving equipment. VCAPCD Rule 55 requires the implementation of fugitive dust control measures during construction to ensure construction emissions are not generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. Rule 55 dust reduction measures include actions such as securing tarps over truckloads of soil material, and watering exposed soil surfaces and bulk material stockpiles to minimize fugitive dust. Also, VCAPCD Rule 74.2 limits the VOC content for specific coating categories that may be used during construction. Therefore, impacts pertaining to temporary construction activities would be less than significant.

**Table 4.2-5**
**Maximum Daily Emissions (Construction)**

| Construction Year | Estimated Emissions (lbs/day) | | | |
|---|---|---|---|---|
| | ROG | NOx | PM-10 | PM-2.5 |
| 2018 Maximum lbs/day | 5.2 | 59.6 | 10.9 | 6.9 |
| 2019 Maximum lbs/day | 49.1 | 33.2 | 5.0 | 2.4 |
| Source: Rincon Consultants, Inc., June 2018. | | | | |

Operational Emissions

CalEEMod was also used to estimate the project's operational emissions. During operations, the project would result in generation of emissions from mobile sources (vehicle use), energy sources such as offsite electricity generation, and area sources. Mobile source emissions associated with operation of vehicles were calculated based on trip generation estimates provided in the project's traffic impact report. Emissions attributed to energy use include natural gas consumption for space and water heating. Area sources of emissions include use of landscape maintenance equipment, consumer products and architectural coating for repainting and maintenance. **Table 4.2-6, Project-Related Operational Emissions,** shows the

estimated total operational emissions for the proposed new development, not including the commercial use portion of the project, which is an existing feature that would be retained. For a conservative evaluation, the total emissions shown in Table 4.2-6 do not take credits for the existing commercial shopping center that would be removed by implementation of the project. As such, the net increase in emissions due to the project would be somewhat less than the total emissions shown in Table 4.2-6. To determine whether a regional air quality impact would occur, the increase in emissions were compared to the VCAPD's recommended regional thresholds for operational emissions. As shown in Table 4.2-6, the project's total emissions would not exceed VCAPCD thresholds of significance, and impacts would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

**Table 4.2-6**
**Project-Related Operational Emissions**

| Emissions Sources | Emissions (lbs/day) | | | | |
|---|---|---|---|---|---|
| | **ROG** | **NOx** | **CO** | **PM-10** | **PM-2.5** |
| Area | 9.2 | 0.3 | 23.1 | 0.1 | 0.1 |
| Energy | 0.1 | 0.8 | 0.3 | 0.1 | 0.1 |
| Mobile Sources | 4.3 | 18.2 | 53.8 | 12.3 | 3.4 |
| **Total** | **13.6** | **19.2** | **77.2** | **12.5** | **3.6** |
| *VCAPCD Threshold* | *25* | *25* | *N/A* | *N/A* | *N/A* |
| *Threshold Exceeded?* | *No* | *No* | *N/A* | *N/A* | *N/A* |
| Source: Rincon Consultants, Inc., June 2018. | | | | | |

## Impact AQ-3 Cumulative Non-Attainment Impacts

The proposed project could have a significant impact if it would 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).

Individual projects that exceed the VCAPCD recommended daily thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. The VCAPCD has not established quantitative thresholds for temporary construction impacts, however the VCAPCD recommends minimizing fugitive dust through dust control measures. The project would be required to implement dust control measures by VCAPCD Rule 55 during construction to ensure construction dust emissions are not generated in such quantities as to cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which may endanger the comfort, repose, health, or safety of any such person or the public. For operational impacts, the project would not exceed the maximum daily emissions thresholds for ROG or $NO_X$. Both construction and operational impacts would not exceed thresholds set by the VCAPCD and therefore the project would not

result in a cumulatively considerable air quality impact, and the project's cumulative air quality impact would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AQ-4 Sensitive Receptors

The proposed project could have a significant impact if it would expose sensitive receptors to substantial pollutant concentrations, such as creating a human health hazard by exposing sensitive receptors to toxic air emissions. Sensitive receptors are those most susceptible to respiratory distress, such as children under 14, elderly over 65, persons engaged in strenuous work or exercise, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors near the project site include residences immediately adjacent to the project site to the north and east, and residences located across Tapo and Alamo Streets to the south and west. In addition, the project includes residential uses, which would be sensitive receptors after project construction is complete.

The ARB currently recommends that local agencies avoid siting new sensitive land uses within 500 feet of freeways or high-volume roadways due to concerns regarding the longterm effect of diesel exhaust particulates, a toxic air contaminant. The primary sources of diesel exhaust particulates in the project vicinity are vehicles traveling along Alamo Street and Tapo Street. According to the Simi Valley General Plan Final Environmental Impact Report, Alamo Street from Tapo Canyon Road to Tapo Street has a volume of 17,800 average daily trips and Tapo Street from Alamo Street to Cochran Street has a volume of 11,700 average daily trips. These roadways are therefore considered high volume roadways, which produce pollutants near the project site. According to the project's traffic impact report, existing on-site development currently generates 1,179 vehicles per day as measured by trip counts taken at the site's driveways, and the project would generate an estimated 3,123 vehicle trips per day, resulting in a net increase of 1,944 additional vehicle trips compared to the project site's existing use. The majority of these trips would not be anticipated to be diesel powered vehicles, and therefore, the project would not have a substantial contribution to diesel particulates from vehicle emissions associated with the adjoining roadways.

Areas with high vehicle density, such as congested intersections, have the potential to create high concentrations of CO, known as CO hotspots. A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (level of service [LOS] E or worse). According to the project's traffic impact report, existing on-site development currently generates 1,179 vehicles per day as measured by trip counts taken at the site's driveways, and the project would generate an estimated 3,123 vehicle trips per day, resulting in a net increase of 1,944 additional vehicle trips compared to the project site's existing use. According to the project's traffic impact report, the project would not reduce the LOS at area intersections under AM or PM peak hour conditions to LOS E or worse. Traffic generated by the project would not expose existing sensitive receptors to substantial pollutant concentrations. Therefore, the project would not result in a CO hotspot and would have a less than significant impact in regards to sensitive receptors.

San Joaquin Valley Fever

San Joaquin Valley Fever (formally known as Coccidioidomycosis) is an infectious disease caused by the fungus Coccidioides immitis. Infection is caused by inhalation of Coccidioides immitis spores that have become airborne when dry, dusty soil or dirt is disturbed by wind, construction, farming, or other activities. The Valley Fever fungus tends to be found at the base of hillsides, in virgin, undisturbed soil and is found in the southwestern United States. In its primary form, symptoms appear as a mild upper respiratory infection, acute bronchitis, or pneumonia. The most common symptoms are fatigue, cough, chest pain, fever, rash, headache, and joint aches, although 60 percent of people infected are asymptomatic and do not seek medical attention. In the remaining 40 percent, symptoms range from mild to severe.

The VCAPCD indicates that the likelihood that the Valley Fever fungus may be present and impact the project or nearby land uses increases with the number of factors listed above that are applicable to the site:

- Disturbance of the top soil of undeveloped land (to a depth of about 12 inches)
- Dry, alkaline, sandy soils.
- Virgin, undisturbed, non-urban areas.
- Windy areas.
- Archaeological resources probable or known to exist in the area (Native American midden sites).
- Special events (fairs, concerts) and motorized activities (motocross track, All Terrain Vehicle activities) on unvegetated soil (non-grass).
- Non-native population (i.e., out-of-area construction workers).

There is no recommended threshold for a significant San Joaquin Valley Fever impact; however, the lead agency should consider the factors above that are applicable to the project or the project site to determine if project activities may create a significant Valley Fever impact.

The project site is an infill location within the City's urban boundary and is not undeveloped land. The proposed project site is not virgin, undisturbed land, and has been developed and covered with a parking lot and buildings for decades. The vacant portion of the site has been previously graded and developed, including excavations for placement of underground tanks, as well as removal of those tanks. The project site is not a known or probable archaeological resource. The project would not include a special event on unvegetated soil. It is unknown where the project's construction workers may reside; however, it is likely that they would be from the local population (i.e., southern and central California) where the fungus is endemic. The project would be required to reduce fugitive dust emissions by spraying water on exposed soils and stabilizing access points for vehicles entering or exiting the site during grading activities. A geotechnical report prepared for the project states that soils on the site consist of unconsolidated sands and gravel.[10] Therefore, the proposed project and site do not meet several of the risk factor criteria specified by the VCAPCD as indications of the likelihood that the Valley Fever fungus may be present.

VCAPCD Guidelines provide recommendations for a lead agency to consider if a project is determined to represent a significant risk of causing Valley Fever. These VCAPCD recommendations focus on construction worker protections and dust control to prevent respiration of spores if present, and include the following:

[10] Petra Geosciences, Inc., Preliminary Site Investigation and Percolation Study Proposed Alamo Street Mixed-Use Development Northeast of the Intersection of Alamo Street and Tapo Street Simi Valley, California, July 29, 2016.

- All new development projects determined to have the potential to create a significant Valley Fever impact shall implement the following measures during construction activities to reduce potential exposure.
- Restrict employment to persons with positive coccidioidin skin tests (since those with positive tests can be considered immune to reinfection).
- Hire crews from local populations where possible, since it is more likely that they have been previously exposed to the fungus and are therefore more likely immune.
- Require crews to use respirators during project clearing, grading, and excavation operations in accordance with California Division of Occupational Safety and Health Regulations.
- Require that the cabs of all grading and construction equipment be air-conditioned.
- Require crews to work upwind from excavation sites.
- Pave construction roads.
- Where acceptable to the fire department, control weed growth by mowing instead of disking, thereby leaving the ground undisturbed and with a mulch covering.
- During rough grading and construction, the access way into the project site from adjoining paved roadways should be paved or treated with environmentally-safe dust control agents.

The project would develop an urban infill site previously disturbed by development, that is also surrounded by existing development. The project would be required to implement dust controls pursuant to VCAPCD Rule 55 as discussed above in Impact AQ-2, which would also reduce the risk valley fever. The City, as lead agency, may require additional measures to reduce risks of valley fever, if it determines that, in consideration of the factors listed above, that the project may pose a substantial risk of valley fever. As the project site is a previously disturbed and developed site, within the city's urban envelope and surrounded by development, and regulatory compliance would require suppression of dust emissions, the project's potential to result in adverse environmental impacts regarding valley fever would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact AQ-5 Objectionable Odors

The proposed project could have a significant impact if it would create objectionable odors affecting a substantial number of people. Odors can cause a variety of responses, depending on factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. Land uses commonly associated with substantial odor impacts include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. Residential uses are generally not considered to generate objectionable odor impacts that affect a substantial number of people.

The project's proposed residential structure would provide several trash collection enclosures within the ground floor parking garage, which would prevent nuisance odors from affecting offsite adjacent residential developments. The commercial component of the site is an existing use, which would have its own trash enclosure in the parking area provided for the commercial use.

During construction, activities such as paving and painting can generate odors that may be perceptible offsite; however, such odors would be temporary and would not be considered to be a significant impact. Therefore, the project would not result in a significant odor impact.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

The project would have less than significant impact with regard to any new sources of odor that could affect large numbers of people.

## 4.2.4 Cumulative Impacts

As stated previously, individual projects that exceed the VCAPCD significance thresholds for project-specific impacts would cause a cumulatively considerable increase in emissions for those pollutants for which the Basin is in non-attainment. The VCAPCD has not established quantitative thresholds for temporary construction impacts, however the VCAPCD Rule 55 would require that the project implement dust control measures for temporary construction. Both construction and operational impacts would not exceed thresholds set by the VCAPCD and therefore project specific-impacts would be less than significant. The project would not result in a cumulatively considerable contribution to diesel particulates or CO emissions that could affect sensitive receptors, and would not, in combination with other development projects result in a cumulative odor impact. Consequently, the project would not result in a cumulatively considerable air quality impact, and the project's cumulative air quality impact would be less than significant.

# 4.3 CULTURAL RESOURCES

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street project to result in impacts to cultural resources, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to cultural resources where warranted. The analysis in this section is primarily based on the findings of the project's Phase I Cultural Resources Assessment (Cultural Report) prepared by Envicom Corporation, dated May 7, 2018, which is included in **Appendix C**.

## 4.3.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Project Site*

The project site is located within an urban development area of the City of Simi Valley, and is surrounded by existing development. The entirety of the project site property has been subject to development for existing or previous commercial uses. Under existing conditions, the site is developed with an existing commercial center and associated asphalt parking lot on the majority of the property. The southwestern corner of the property is currently vacant; however, this portion of the site was previously developed with a commercial use (gas station) as well. Exploratory borings of 20 to 50 feet below ground surface within the site determined that the majority of the project site consists of artificial fills to a depth of approximately two to three feet below ground surface.[1] The extent of artificial fill material in the southwest corner of the site is up to 12 feet below ground surface.

### *Record Searches*

On March 21, 2018, Envicom contacted the South Central Coastal Information Center (SCCIC) with a request to search their database for cultural resources within the project property, plus a 0.25-mile study area for regional context. The record search included a request for all complete site records for cultural resources within the project property, as well as copies of any cultural resource technical reports that intersect the property location. The California Native American Heritage Commission (NAHC) was also contacted on March 21, 2018, with a similar record search request.

The results from the SCCIC indicated that no previously completed cultural resource reports involved the project site. Within the 0.25-mile study area, the SCCIC results noted that there was one previous cultural report regarding a portion of an adjacent property to the project site, as well as seven cultural resource reports for properties within 0.25-mile of the project site. None of these reports documented the presence of cultural resources that would indicate further study would be warranted for this proposed project. The results from the 2017 NAHC record search indicated there were no known previously identified prehistoric or historic cultural resources recorded on the project site. Based on the SCCIC and NAHC findings, there are no previously identified prehistoric or historic cultural resources located within the project property, and the project area should be considered as being not-sensitive for prehistoric or early historic cultural resources.

[1] Petra Geosciences, Inc., Preliminary Site Investigation and Percolation Study, Proposed Alamo Street Mixed-Use Development, Northeast of the Intersection of Alamo Street and Tapo Street, Simi Valley, California, July 29, 2016.

### *Historical Map Database Search*

Historic USGS maps (dating between 1900 and 1980) and local Santa Susanna maps (dated 1903 and 1941) that include eastern Simi Valley show a general chronology of development in the vicinity as well as within the project site. These maps show that the project site was developed by 1969 with a large structure that appears consistent with the existing commercial structure located along the northern boundary of the site, and smaller structures in the southwest corner of the site, which is currently vacant. An extension of the original structure and an additional commercial structure that currently exist in the southern portion of the site were added later. Structures previously associated with a gas station in the southwest corner of the property appear to have been removed by 2002. Cultural resources that date to the post-World War II or later time period are not normally considered to be sensitive resources in Southern California, and therefore, the existing commercial strip center buildings on the site are not considered to be sensitive cultural resources.

### *Paleontological Assessment*

The project is located between the Simi Foothills and the Santa Susanna Mountains, which are both dominated by sandstone rock formations. Compacted alluvial material, which has migrated from these mountain ranges, make up most of the underlying material of the Simi Valley floor. The project is located entirely within later alluvial material,[2] which is not considered as being sensitive for paleontological resources. According to the City's General Plan EIR, the project site is not located in an area of high paleontological sensitivity.[3]

## Regulatory Setting

### *Federal*

National Historic Preservation Act

First authorized by the Historic Sites Act of 1935, the National Register of Historic Places (National Register) was established by the National Historic Preservation Act of 1966 (NHPA), as "an authoritative guide to be used by Federal, State, and local governments, private groups and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The National Register recognizes properties that are significant at the national, state, and local levels.

To be eligible for listing in the National Register, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, and association. Four criteria have been established to determine the significance of a resource:

- It is associated with events that have made a significant contribution to the broad patterns of our history;
- It is associated with the lives of persons significant in our past;
- It embodies the distinctive characteristics of a type, period, or method of construction or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or
- It yields, or may be likely to yield, information important in prehistory or history.

[2] USGS, Preliminary Geologic Map of the Los Angeles 30′ x 60′ Quadrangle Southern California, compiled by Robert F. Yerkes and Russell H. Campbell, 2005.

[3] City of Simi Valley Department of Environmental Services, Simi Valley General Plan Environmental Impact Report, June 2012, Figure 4.5-2.

### *State*

The California Office of Historic Preservation (OHP), a division of the California Department of Parks and Recreation, implements the policies of the NHPA on a statewide level. The OHP also carries out the duties as set forth in the Public Resources Code and maintains the California Historic Resources Inventory and California Register of Historical Resources. The State Historic Preservation Officer (SHPO) is an appointed official who implements historic preservation programs within the state. Also implemented at the state level, CEQA requires the identification and mitigation of substantial adverse impacts that may affect the significance of identified historical resources and archaeological resources as part of the environmental review process conducted under CEQA.

California Register of Historic Places

Created by Assembly Bill 2881 in 1992, the California Register of Historical Resources (California Register) is "an authoritative listing and guide to be used by state and local agencies, private groups, and citizens in identifying the existing historical resources of the state and to indicate which resources deserve to be protected, to the extent prudent and feasible, from substantial adverse change." The criteria for eligibility for the California Register are based upon National Register criteria. The California Register consists of resources that are listed automatically and those that must be nominated through an application and public hearing process. The California Register automatically includes the following:

- California properties listed on the National Register of Historic Places and those formally Determined Eligible for the National Register of Historic Places;
- California Registered Historical Landmarks from No. 770 onward; and
- Those California Points of Historical Interest that have been evaluated by the OHP and have been recommended to the State Historical Resources Commission for inclusion on the California Register.

Other resources that may be nominated to the California Register include:

- Individual historical resources;
- Historical resources contributing to historic districts;
- Historical resources identified as significant in historical resources surveys with significance ratings of Category 1 through 5 as defined on the California Department of Parks and Recreation's Form 523; and
- Historical resources designated or listed as local landmarks, or designated under any local ordinance, such as an historic preservation overlay zone.

To be eligible for the California Register, a historic resource must be significant at the local, state, or national level, under one or more of the following four criteria:

- Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
- Is associated with the lives of persons important in our past;
- Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or
- Has yielded, or has the potential to yield, information important in prehistory or history.

Additionally, a historic resource eligible for listing in the California Register must also retain its integrity. Integrity is evaluated with regard to the retention of characteristics such as location, design, setting, materials, workmanship, feeling, and association.

California Environmental Quality Act (CEQA)

CEQA requires a lead agency to analyze whether historic and/or archaeological resources may be adversely impacted by a project. Under CEQA, Public Resources Code Section 21084.1, a "project that may cause a substantial adverse change in the significance of a historic resource is a project that may have a significant effect on the environment." As such, a lead agency must determine whether the project involves a historic resource, and if so, whether the project may involve a "substantial adverse change in the significance" of the resource.

The fact that a resource is not listed in, or determined to be eligible for listing in the California Register, not included in a local register of historical resources (pursuant to Section 5020.1(k) of the Public Resources Code), or identified in a historical resources survey (meeting the criteria in Section 5024.1(g) of the Public Resources Code) does not preclude a lead agency from determining that the resource may be a historical resource as defined in Public Resources Code Sections 5020.1(j) or 5024.1.

CEQA Guidelines Section 15064.5 also provides that "[s]ubstantial adverse change in the significance of an historical resource means physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired." Material impairment occurs when a project materially alters or demolishes in an adverse manner "those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion" in the California Register or a local historic registry or that justify its eligibility for inclusion.

CEQA requires the lead agency to consider whether the project would have a significant effect on unique archaeological resources or resources eligible for listing in the California Register, and to avoid these resources when feasible or to mitigate any effects to less than significant levels. (Public Resources Code Sections 21083.2 and 21084.1). CEQA Guidelines Section 15064.5(c)(4) notes that if an archaeological resource is neither a unique archaeological resource nor a historical resource, the effects of the project on those resources shall not be considered a significant effect on the environment.

### *Local*

Ventura County Cultural Heritage Ordinance

The Ventura County Cultural Heritage Ordinance, passed in December 2000, preserves historic, cultural and natural resources of historical interest. It establishes a Cultural Heritage Board that establishes, updates, and maintains the list of heritage sites that are eligible for Cultural Heritage designation. The Cultural Heritage Board also holds public hearings, forwards recommendations, maintains a local register of historic places, recommends placement in the California Register of Historical Resources, establishes markers of cultural heritage sites, recommends zoning, makes recommendations to acquire or restore historic cultural sites, conducts surveys of cultural heritage sites, and conducts reviews of applications for modifications or changes to Designated Cultural Heritage Sites or those potentially eligible for such designation.

Simi Valley Cultural Heritage Ordinance

The City of Simi Valley Cultural Heritage Ordinance's purpose is to preserve and protect features of historic or aesthetic character of interest. Through this ordinance a Cultural Heritage Board is established, and the Cultural Heritage Board is responsible for maintaining a list of Cultural Heritage

Sites, evaluating criteria for designation of Cultural Heritage Sites, supporting educational programs for historic preservation, recommending to the City Council historic resource designations, determining markers for Cultural Heritage Sites, recommending zoning for historic districts, recommending historical resources for the state register, and recommending amendments to the ordinance if necessary.

## 4.3.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to cultural resources has been analyzed in relation to the thresholds below, based upon the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact associated with cultural resources if the proposed project has the potential to:

- Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5 of the CEQA Guidelines.
- Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5 of the CEQA Guidelines.
- Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- Disturb any human remains, including those interred outside of formal cemeteries.

## 4.3.3 Project Impacts and Mitigation Measures

**Impact CR-1: Historical Resources**

There are no listings in the national, state, or local registers of cultural resources located within or adjacent to the project site.[4] As discussed in Existing Conditions, a search of SCCIC records showed that the site and vicinity do not contain any registered historic resources. Although the existing commercial shopping center includes a portion constructed in the 1960s (approximately 50 years ago), in order to be considered an historical resource under CEQA, a resource must meet one of the following criteria:

- A resource listed in, or determined to be eligible, by the State Historical Resources Commission, for listing in the California Register.
- A resource included in a local register of historical resources, as defined in Section 5020.1(k) of the Public Resources Code or identified as significant in a historical resource survey meeting the requirements in Section 5024.1(g) of the Public Resources Code, shall be presumed to be historically or culturally significant. Public agencies must treat such resources as significant for purposes of CEQA unless the preponderance of evidence demonstrates that it is not historically or culturally significant.
- Any object, building, structure, site, area, place, record, or manuscript which a lead agency determines to be historically significant or significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California may be considered to be a historical resource, provided the lead agency's determination is supported by substantial evidence in light of the whole record. Generally, a resource shall be considered by the lead agency to be 'historically significant' if the resource meets one of the criteria for listing on the California Register.

[4] City of Simi Valley, General Plan, June 2012.

As the commercial shopping center structures within the project site do not meet the above criteria, the proposed removal of the majority of those structures, and the remodel of approximately 8,100 square feet of the existing commercial space would have no impact to historical resources.

### *Mitigation Measures*

No mitigation would be required.

### *Residual Impacts*

The project would have no impacts to historical resources before mitigation.

## Impact CR-2: Archaeological Resources

Record searches were conducted with the SCCIC and NAHC databases for cultural resources within the project property and a 0.25-mile study area. The SCCIC record search results indicated that there were no known archaeological resources documented within the project site or in the near vicinity. The NAHC record search similarly resulted in negative findings.

As the entirety of the project site has been subject to previous development, which would have included site grading, and a layer of artificial fill of approximately two to three feet deep covers the majority of the site, the potential for unknown archaeological resources to be uncovered during construction of the proposed project would be unlikely. In addition, the project does not propose subterranean basement levels, and therefore, would not require deep excavations that would extend substantially below the previously disturbed soils and artificial fills on the site. The Cultural Report concluded that the project site is not considered sensitive for archaeological cultural resources.

The City's General Plan EIR indicates that an SCCIC records search for the entire City identified numerous archaeological resources within the City's boundaries, and on adjacent lands. Due to the number of known and recorded archaeological sites within the City, the General Plan EIR concludes that the there is a high sensitivity for significant cultural resources within the entire City.

While the record search results and current site conditions show that it is unlikely that archaeological resources will be found, in order to address the possibility of an inadvertent discovery of unknown archaeological resources during grading, mitigation measure **MM CR-1** has been provided to assure potential impacts would remain less than significant.

### *Mitigation Measures*

**MM CR-1** **Inadvertent Discovery Protocol.** The inadvertent discovery of archaeological resources is always a possibility during ground disturbances (as addressed in California Penal Code Section 622.5). If buried materials of potential significance are inadvertently discovered within an undisturbed context during any earth-moving operation associated with the proposed project, then all work in that area shall be halted or diverted away from the discovery to a distance of 50-feet until a qualified senior archaeologist/paleontologist can evaluate the nature and/or significance of the find(s). If, upon assessment by a qualified senior archaeologist/paleontologist, the find is not determined to be significant, then construction may resume

If the find is determined to be potentially significant, then the Lead/Permitting Agency will be immediately notified of the discovery. Construction will not resume in the locality of the discovery until consultation between the senior archaeologist/paleontologist, the

project manager, the Lead/Permitting Agency, the Applicant's representative, and all other concerned parties, takes place and reaches a conclusion approved by the Lead Agency.

If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred. However, further survey work, evaluation tasks, or data recovery of the significant resource may be required by the Lead Agency if the resource cannot be avoided. In response to the discovery of significant cultural resources, the Lead Agency may also specify additional regulatory compliance for use during further site development, which may include Native American monitoring). Any Evaluation, Data Recovery, Site Management, or Monitoring Plans or Reports generated in response to the discovery of a significant cultural resource shall be submitted to the Lead Agency for review and final curation as part of the project record. All such documents associated with the discovery of cultural resources will be transmitted to the appropriate State of California information centers at the end of the project.

### *Residual Impacts*

Impacts would be less than significant with mitigation.

## Impact CR-3 Paleontological Resources

The project site is not located within an area of high paleontological sensitivity as identified in the City's General Plan EIR. The project site consists of a relatively flat, previously developed property that is, underlain with geologically younger late Holocene alluvial material,[5] which is covered by artificial fill material of approximately two to three feet across the majority of the site, and as deep as 12 feet in the southwest corner of the site.[6] The project's Cultural Report noted that the underlying later alluvial material is not considered to be likely to contain paleontological resources, and the project site is therefore, considered to be not-sensitive for paleontological fossil resources. As such, the project's potential to encounter unknown paleontological resources and cause a significant impact to such resources would be less than significant.

### *Mitigation Measures*

No mitigation would be required.

### *Residual Impacts*

The project's potential impacts to paleontological resources would be less than significant before mitigation.

## Impact CR-4 Human Remains

The soils on the project site has been subject to disturbance by development activities associated with the existing and previous commercial uses. Additionally, records search results conducted for the project site were negative for the presence of known cultural resources or human remains within the property. Although the discovery of human remains is not expected, mitigation measure **MM CR-2** would ensure that in the unlikely event that unknown human remains are inadvertently discovered during construction, potential impacts would be less than significant.

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[5] California Department of Conservation, Seismic Hazard Zone Report for the Sime Valley East and Simi Valley West 7.5-Minute Quadrangles, Ventura and Los Angeles Counties, California.

[6] Petra Geosciences, Inc., Preliminary Site Investigation and Percolation Study, Proposed Alamo Street Mixed-Use Development, Northeast of the Intersection of Alamo Street and Tapo Street, Simi Valley, California, July 29, 2016.

### *Mitigation Measures*

**MM CR-2** **Inadvertent Discovery of Human Remains.** The inadvertent discovery of human remains is always a possibility during ground disturbances (as addressed in State of California Health and Safety Code Section 7050.5). This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains, pursuant to PRC Section 5097.98. The Coroner must be notified of the find immediately, together with the Lead Agency and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead Agency and a qualified archaeologist shall also establish additional appropriate measures for further site development, which may include archaeological and Native American monitoring or subsurface testing, conducted and paid for by the applicant. All responses to the discovery of human remains will be outlined in a Recovery and/or Management Plan submitted to the Lead Agency for review. Any required monitoring will be outlined in the Construction Phase Monitoring Plan, which will also be submitted to the Lead Agency for review prior to the recommencement of ground-disturbance activities.

### *Residual Impacts*

Impacts would be less than significant with mitigation.

## Cumulative Impacts

The project site is not considered sensitive for cultural resources, and the project's potential impacts to cultural resources in the unlikely event of an inadvertent discovery of unknown buried resources during construction would be less than significant with mitigation. Any potentially significant project impacts concerning unknown cultural resources would be limited to the project boundary, and would have no cumulatively considerable contribution to any potential cultural resource impacts that may result from other development projects. Therefore, the project's potential to contribute to cumulative impacts regarding cultural resources would be less than significant.

# 4.4 GREENHOUSE GAS EMISSIONS

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo project to result in impacts due to greenhouse gas (GHG) emissions and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts related to GHG emissions, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. The following analysis is predominantly based on the project's Air Quality and Greenhouse Gas Study,[1] prepared by Rincon Consultants, Inc., dated June 2018, and included in this EIR as **Appendix B**. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

## 4.4.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Project Site*

The project site is located in Simi Valley and measures approximately 6.9 acres. The majority of the site is currently developed with a commercial shopping center (Belwood Center), which consists of approximately 78,000 square feet of retail floor space. Much of the retail space on the site is currently vacant. The site is surrounded by urban/suburban development, consisting of multi-family and single-family residential uses, and commercial uses.

### Global Climate Change Overview

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. The baseline against which these changes are measured originates in historical records identifying temperature changes that have occurred in the past, such as during previous ice ages. The global climate is continuously changing, as evidenced by repeated episodes of substantial warming and cooling documented in the geologic record. Most of these climate changes are attributed to very small variations in Earth's orbit that change the amount of solar energy our planet receives.[2] The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. However, scientists have observed acceleration in the rate of warming during the past 150 years. According to the United Nations Intergovernmental Panel on Climate Change, the understanding of

[1] Rincon Consultants, Inc., Alamo Street Mixed Use Project Air Quality & Greenhouse Gas Study, June 2018.
[2] NASA, Global Climate Change Vital Signs of the Planet, Site last updated: June 19, 2018. Webpage accessed on June 19, 2018 at https://climate.nasa.gov/evidence/.

anthropogenic warming and cooling influences on climate has led to a high confidence (95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century.[3]

Global temperature depends on the balance between energy entering and leaving the planet's atmospheric system. When incoming energy from the sun passes through the atmosphere, it is absorbed by the Earth and warms the planet. Some of this heat energy is released back into the atmosphere as infrared radiation, where it may pass back into space, cooling the planet, or certain gases in the atmosphere may absorb it before leaving the Earth's atmospheric system. When this heat energy is blocked from escaping into space, heat is retained within Earth's atmospheric system, keeping the planet warmer than if the heat had passed into space. This process is commonly known as the "greenhouse effect", and atmospheric gases that absorb this heat energy are referred to as GHGs.[4] The accumulation of GHGs in the atmosphere regulates the earth's temperature. However, it is believed that human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

## Greenhouse Gases

Section 38505(g) of the California Health and Safety Code defines GHGs to include the following compounds: carbon dioxide ($CO_2$), methane ($CH_4$), nitrous oxide ($N_2O$), hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), sulfur hexafluoride ($SF_6$), and nitrogen trifluoride ($NF_3$). Carbon dioxide, followed by $CH_4$ and $N_2O$, are the most important GHGs that result from human activity[5] and are the GHGs of primary concern in this analysis. Two key ways in which these gases differ from each other are their ability to absorb energy (their "radiative efficiency"), and how long they stay in the atmosphere (also known as their "lifetime"). The ability of equivalent masses of each GHG to trap heat in the atmosphere is measured by its global warming potential (GWP).[6] $CO_2$ is the reference gas used for GWP, and it has a GWP value of one. The GWP of other GHGs are determined based on their heat trapping potential relative to $CO_2$. Because of this, GHG emissions are commonly expressed in terms of carbon dioxide equivalents ($CO_2e$), where $CO_2e$ is calculated by the quantity of each GHG multiplied by its associated GWP factor. Below is a description of each greenhouse gas emission as described by the California Climate Action Registry (CCAR) General Reporting Protocol.[7]

- Carbon Dioxide ($CO_2$): Consisting of a single carbon and two oxygen atoms, $CO_2$ is the most common of the six primary GHG emissions, and it provides the reference point for the GWP of other gases. Thus, the GWP of $CO_2$ is equal to one.
- Nitrous Oxide ($N_2O$): Consisting of two nitrogen atoms and a single oxygen atom, $N_2O$ possesses a GWP of 310 and is typically generated as a result of soil cultivation practices, particularly the use of commercial and organic fertilizers, fossil fuel combustion, nitric acid production, and biomass burning.

[3] Intergovernmental Panel on Climate Change [IPCC], 2013: Summary for Policymakers. In: Climate Change 2013: The Physical Science Basis. Contribution of Working Group I to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Stocker, T.F., D. Qin, G.-K. Plattner, M. Tignor, S. K. Allen, J. Boschung, A. Nauels, Y. Xia, V. Bex and P.M. Midgley (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

[4] U.S. Environmental Protection Agency, 2017, Causes of Climate Change, Accessed on June 19, 2018 at https://19january2017snapshot.epa.gov/climate-change-science/causes-climate-change_.html#Greenhouse.

[5] Ibid.

[6] U.S. Environmental Protection Agency, 2017, Greenhouse Gas Emissions Understanding Global Warming Potentials, Accessed on June 19, 2018 at: https://19january2017snapshot.epa.gov/ghgemissions/understanding-global-warming-potentials_.html.

[7] California Climate Action Registry, 2009, General Reporting Protocol Version 3.1. March.

- Methane ($CH_4$): Consisting of a single carbon atom and four hydrogen atoms, $CH_4$ possesses a GWP of 21 and is produced through the anaerobic decomposition of waste in landfills, animal digestion, decomposition of animal wastes, production and distribution of natural gas and petroleum, coal production, and incomplete fossil fuel combustion.
- Hydrofluorocarbons (HFCs): Primarily used as refrigerants, HFCs consist of a class of gases containing hydrogen, fluorine, and carbon. They possess a range of high and very high GWP values from 120 to 12,000.
- Perfluorocarbons (PFCs): PFCs consist of a class of gases containing carbon and fluorine and are originally introduced as alternatives to ozone depleting substances. They are typically emitted as by-products of industrial and manufacturing processes and possess GWPs ranging from 5,700 to 11,900.
- Sulfur Hexafluoride ($SF_6$): $SF_6$ consists of a single sulfur atom and six fluoride atoms, possessing a very high GWP of 23,900. $SF_6$ is primarily used in electrical transmission and distribution systems.

## Human Activity and Global Climate Change

According to the Intergovernmental Panel on Climate Change (IPCC), global GHG emissions due to human activities have grown since pre-industrial times, with an increase of 70 percent between 1970 and 2004. This increase has resulted from the burning of coal, oil, and natural gas (which generates GHGs, including $CO_2$), and the depletion of forests (which absorb $CO_2$) around the world to provide wood products and space for agriculture and other human activities.[8] Human activities result in emissions of four long-lived greenhouse gases: $CO_2$, $CH_4$, $N_20$, and halocarbons (a group of gases containing fluorine, chlorine or bromine). The global atmospheric concentrations of $CO_2$, $CH_4$, and $N_20$ have increased markedly as a result of human activities since 1750 and now far exceed pre-industrial values, which has been determined from ice cores spanning many thousands of years.

The IPCC asserts that most of the observed increase in global average temperatures since the mid-20$^{th}$ century is very likely due to the observed increase in anthropogenic (related to human activity) GHG concentrations. The observed widespread warming of the atmosphere and ocean, together with ice mass loss, support the conclusion that it is extremely unlikely that global climate change of the past 50 years can be explained without external forcing and very likely that it is not due to known natural causes alone.[9]

The California Climate Action Team (CAT)/California Environmental Protection Agency (Cal EPA) March 2006 Report to Governor Arnold Schwarzenegger and the Legislature states that end-of-century projected climate change impacts may include Sierra snow pack loss, a rise in sea level, a rise in the number of critically dry years, increased large fire risk, increased electricity demand, a rise in the amount of urban area heat waves and heat related deaths, decreased forest yields, and an increase in days meteorologically conducive to ozone ($O_3$) formation.[10]

[8] California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.
[9] Intergovernmental Panel on Climate Change, Climate Change 2007: Synthesis Report.
[10] California Climate Action Team, Climate Action Team Report to Governor Schwarzenegger and the Legislature, March 2006.

### Greenhouse Gas Emissions Inventory

According to the IPCC, worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT, or gigatonne) $CO_2e$ in 2010.[11] $CO_2$ emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, $CO_2$ was the most abundant, accounting for 76 percent of total 2010 emissions. $CH_4$ emissions accounted for 16 percent of the 2010 total, while $N_2O$ and fluorinated gases account for 6 and 2 percent, respectively.[12]

Total U.S. GHG emissions were approximately 6,525.6 MMT $CO_2e$ in 2012.[13] Total U.S. emissions have increased by 4.7 percent since 1990, although total U.S. emissions decreased by 3.4 percent from 2011 to 2012.[14] The decrease from 2011 to 2012 was due to a reduction in the carbon intensity of fuels consumed to generate electricity due to a decrease in coal consumption, with increased natural gas consumption. Additionally, relatively mild winter conditions, especially in regions of the United States where electricity is important for heating, resulted in an overall decrease in electricity demand in most sectors. Since 1990, U.S. emissions have increased at an average annual rate of 0.2 percent. In 2012, the transportation and industrial end-use sectors accounted for 28.2 percent and 27.9 percent of $CO_2$ emissions (with electricity-related emissions distributed), respectively. Meanwhile, the residential and commercial end-use sectors accounted for 16.3 percent and 16.4 percent of $CO_2$ emissions, respectively.[15]

Based upon the ARB California Greenhouse Gas Inventory for 2000-2013, California produced 459.3 MMT of $CO_2e$ in 2013. The major source of GHG in California is transportation, contributing 37 percent of the state's total GHG emissions. Industrial sources are the second largest source of the state's GHG emissions.[16] California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. The ARB has statewide unregulated GHG emissions projected for the year 2020 at 509.4 MMT $CO_2e$. These projections represent the emissions that would be expected to occur in the absence of any GHG reduction actions.

## Regulatory Setting

### *Federal*

*Current and Near-Term Greenhouse Gas Reduction Initiatives*

The United States Environmental Protection Agency (EPA) has developed many programs and projects that partner with industry and others to reduce greenhouse gas emissions.17 These programs focus on energy efficiency, renewable energy, CH4 and other non-CO2 gases, agricultural practices, and implementation of technologies to achieve GHG reductions. The U.S. EPA implements several voluntary

[11] Intergovernmental Panel on Climate Change [IPCC], 2014: Summary for Policymakers. In: Climate Change 2014, Mitigation of Climate Change. Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Edenhofer, O., R. Pichs- Madruga, Y. Sokona, E. Farahani, S. Kadner, K. Seyboth, A. Adler, I. Baum, S. Brunner, P. Eickemeier, B. Kriemann, J. Savolainen, S. Schlömer, C. von Stechow, T. Zwickel and J.C. Minx (eds.)]. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA

[12] Ibid.

[13] United States Environmental Protection Agency (USEPA), Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2012. U. S. EPA #430-R-11-005, April 2014, Available: http://www.epa.gov/climatechange/emissions/usinventoryreport.html

[14] Ibid.

[15] Ibid.

[16] California Air Resources Board, California Greenhouse Gas Emission Inventory – 2015 Edition, June 2015, Available at: http://www.arb.ca.gov/cc/inventory/data/data.htm

[17] U.S. Environmental Protection Agency (EPA), 2017, Voluntary Energy and Climate Programs, Webpage accessed at https://19january2017snapshot.epa.gov/climatechange/voluntary-energy-and-climate-programs_.html, March 22, 2018.

programs that contribute to the reduction of GHG emissions, such as the Energy Star labeling system for energy efficient products.

*Corporate Average Fuel Economy (CAFE) Standards*

The Federal fuel efficiency and emissions standards for passenger cars and light-duty trucks for model years 2012 through 2016 adopted in 2010 surpasses prior CAFE standards and requires an average fuel economy standard of 35.5 miles per gallon (mpg) and 250 grams of $CO_2$ per mile by model year 2016. Standards adopted in 2012 for model year 2017 through 2025 passenger cars and light-duty trucks required fuel efficiency standards of 54.5 mpg (if GHG reductions are achieved exclusively through fuel economy improvements) and a limit of 163 grams of $CO_2$ per mile.[18]

*Massachusetts v. EPA*

In April 2007, the U.S. Supreme Court ruled, in the Massachusetts et al. v. Environmental Protection Agency et al. case,[19] that the U.S. EPA is authorized by the Clean Air Act to regulate $CO_2$ emissions from new motor vehicles. In response to this decision, in May 2007, the Bush Administration issued an executive order (EO) directing the U.S. EPA and Departments of Transportation and Energy to work together to establish regulations to reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008.

### *State*

Overall Statutory Framework

The California Legislature has enacted a series of statutes in recent years addressing the need to reduce GHG emissions across the State. These statutes can be categorized into four broad categories: (i) statutes setting numerical statewide targets for GHG reductions and authorizing ARB to enact regulations to achieve such targets; (ii) statutes setting separate targets for increasing the use of renewable energy for the generation of electricity throughout the State; (iii) statutes addressing the carbon intensity of vehicle fuels, which prompted the adoption of regulations by ARB; and (iv) statutes intended to facilitate land use planning consistent with Statewide climate objectives. The discussion below will address each of these key sets of statutes, as well as ARB "Scoping Plans" intended to achieve GHG reductions under the first set of statutes and recent building code requirements intended to reduce energy consumption.

Statutes Setting Statewide GHG Reduction Targets

*Assembly Bill 32, Global Warming Solutions Act of 2006*

In September 2006, the California State Legislature enacted the California Global Warming Solutions Act of 2006 (Health and Safety Code, Section 38500 et seq.), also known as Assembly Bill (AB) 32 (Stats. 2006, Ch. 488). In Health and Safety Code Section 38550, the Legislature directed ARB to "determine what the statewide [GHG] emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020." In other words, AB 32 requires California, by the year 2020, to reduce its statewide GHG emissions so that they are no greater than those that occurred in 1990. As part of the exercise, ARB was required to calculate the 1990 emissions.

Per Health and Safety Code, Sections 38560 and 38561, the Legislature generally directed ARB to adopt rules and regulations, consistent with the 2020 target that would achieve the maximum technologically feasible and cost-effective GHG reductions. By June 30, 2007, ARB was required to publish a list of

[18] U.S. Environmental Protection Agency (EPA), 2012, Office of Transportation and Air Quality Regulatory Announcement EPA-420-F-12-051, August.
[19] 549 U.S. 497; 127 S. Ct. 1438.

discrete early action GHG emission reduction measures that could be implemented prior to the measures and limits adopted pursuant to subsequently adopted regulations. After this list was published, ARB had until January 1, 2010, to adopt regulations to implement such measures. Another deadline imposed on ARB required the approval of a "Scoping Plan" by January 1, 2009, which was required to include recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the ARB finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020. In developing the Scoping Plan, ARB was also required to identify opportunities for emission reductions measures from all verifiable and enforceable voluntary actions, including carbon sequestration projects and best management practices.

Pursuant to AB 32, the ARB identified 427 million $MTCO_2e$ as the total Statewide aggregated 1990 GHG emissions level, which serves as the 2020 emissions limit.[20] The ARB estimates that a GHG emissions reduction of 173 million $MTCO_2e$ below business-as-usual would be required to meet the Statewide emissions limit by year 2020.[21] Based on these numbers, ARB published a list of "early actions," adopted regulations implementing such actions, published a Scoping Plan and an update thereto, and enacted a series of regulations, all of which are discussed below.

*Senate Bill 32 (SB 32) and Senate Bill 350 (SB 350)*

Effective January 1, 2017, SB 32 [ARB] shall ensure that statewide greenhouse gas emissions are reduced to at least 40 percent below the statewide greenhouse gas emissions limit no later than December 31, 2030." In other words, SB 32 requires California, by the year 2030, to reduce its statewide GHG emissions so that they are 40 percent below those that occurred in 1990.

Between AB 32 (2006) and SB 32 (2016), the Legislature has codified some of the ambitious GHG reduction targets included within certain high-profile Executive Orders issued by the last two Governors. The 2020 Statewide GHG reduction target in AB 32 was consistent with the second of three Statewide emissions reduction targets set forth in former Governor Arnold Schwarzenegger's 2005 Executive Order known as S-3-05, which is expressly mentioned in AB 32 [refer to Health and Safety Code, Section 38501, Subdivision (i)]. That Executive Branch document included the following GHG emission reduction targets: By 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. To meet the targets, the Governor directed several State agencies to cooperate in the development of a climate action plan. The Secretary of the Cal EPA leads the Climate Action Team (CAT), whose goal is to implement global warming emission reduction programs identified in the Climate Action Plan and to report on the progress made toward meeting the emission reduction targets established in the Executive Order.

In 2015, Governor Brown issued another Executive Order, B-30-15, which created a "new interim statewide greenhouse gas emission reduction target to reduce greenhouse gas emissions to 40 percent below 1990 levels by 2030 is established in order to ensure California meets its target of reducing greenhouse gas emissions to 80 percent below 1990 levels by 2050." SB 32 codified this target.

Notably, the Legislature has not yet set a 2050 target in the manner done for 2020 and 2030 through AB 32 and SB 32, though references to a 2050 target can be found in statutes outside the Health and Safety Code. In the 2015 legislative session, the Legislature passed SB 350 (Stats. 2015, Ch. 547) (discussed in

[20] California Air Resources Board, Staff Report, California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, November 16, 2007.
[21] Ibid.

more detail below). This legislation added to the Public Utilities Code language that essentially puts into statute the 2050 GHG reduction target already identified in Executive Order S-3-05, albeit in the limited context of new State policies (i) increasing the overall share of electricity that must be produced through renewable energy sources and (ii) directing certain State agencies to begin planning for the widespread electrification of the California vehicle fleet. The Public Utilities Code now states that reducing emissions of [GHGs] to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050 will require widespread transportation electrification. And the California PUC, in consultation with ARB and the California Energy Commission (CEC), must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

Statutes Setting Targets for the Use of Renewable Energy for the Generation of Electricity

*California Renewables Portfolio Standard*

In September 2002, the Legislature enacted Senate Bill 1078 (Stats. 2002, Ch. 516), which established the Renewables Portfolio Standard program, requiring retail sellers of electricity, including electrical corporations, community choice aggregators, and electric service providers, to purchase a specified minimum percentage of electricity generated by eligible renewable energy resources such as wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas [refer to Public Utilities Code, Section 399.11 et seq. (subsequently amended)]. The legislation set a target by which 20 percent of the State's electricity would be generated by renewable sources. As described in the Legislative Counsel's Digest, Senate Bill 1078 required "[e]ach electrical corporation … to increase its total procurement of eligible renewable energy resources by at least one percent per year so that 20 percent of its retail sales are procured from eligible renewable energy resources. If an electrical corporation fails to procure sufficient eligible renewable energy resources in a given year to meet an annual target, the electrical corporation would be required to procure additional eligible renewable resources in subsequent years to compensate for the shortfall, if funds are made available as described. An electrical corporation with at least 20% of retail sales procured from eligible renewable energy resources in any year would not be required to increase its procurement in the following year."

In September 2006, the Legislature enacted Senate Bill 107 (Stats. 2006, Ch. 464), which modified the Renewables Portfolio Standard to require that at least 20 percent of electricity retail sales be served by renewable energy resources by year 2010 [refer to Public Utilities Code, Section 399.11, subdivision (a) [subsequently amended)].

In April 2011, the Legislature, in a special session, enacted Senate Bill X1-2 (Stats. 2011, 1st Ex. Sess., Ch. 1), which set even more aggressive statutory targets for renewable electricity, culminating in the requirement that 33 percent of the State's electricity come from renewables by 2020. This legislation applies to all electricity retailers in the state, including publicly owned utilities, investor-owned utilities, electricity service providers, and community choice aggregators. All of these entities must meet renewable energy goals of 20 percent of retail sales from renewables by the end of 2013, 25 percent by the end of 2016, and 33 percent by the end of 2020 [refer to Public Utilities Code, Section 399.11 et seq. (subsequently amended)].

Finally, in 2015, the Legislature enacted SB 350 (Stats. 2015, Ch. 547) (discussed above). It increases the Renewable Portfolio Standard to require 50 percent of electricity generated to be from renewables by 2030. Of equal significance, Senate Bill 350 also embodies a policy encouraging a substantial increase in the use of electric vehicles. As noted earlier, Section 740.12(b) of the Public Utilities Code now states that the PUC, in consultation with ARB and the CEC, must "direct electrical corporations to file applications for programs and investments to accelerate widespread transportation electrification to reduce dependence

on petroleum, meet air quality standards, … and reduce emissions of greenhouse gases to 40 percent below 1990 levels by 2030 and to 80 percent below 1990 levels by 2050."

In March 2012, Governor Brown issued an Executive Order, B-16-12, which embodied a similar vision of a future in which zero-emission vehicles (ZEV) will play a big part in helping the State meet its GHG reduction targets. Executive Order B-16-12 directed the State government to accelerate the growth of this market in California through fleet replacement and electric vehicle infrastructure. The Executive Order set the following targets:

- By 2015, all major cities in California will have adequate infrastructure and be "ZEV ready";
- By 2020, the State will have established adequate infrastructure to support 1 million ZEVs in California;
- By 2025, there will be 1.5 million ZEVs on the road in California; and
- By 2050, virtually all personal transportation in the State will be based on ZEVs, and greenhouse gas emissions from the transportation sector will be reduced by 80 percent below 1990 levels.

In sum, California has set a statutory goal of requiring that, by the year 2030, half of the electricity generated in California should be from renewable sources, with increased generation capacity intended to be sufficient to allow the mass conversion of the Statewide vehicle fleet from petroleum-fueled vehicles to electrical vehicles and/or other ZEVs. The Legislature is thus looking to California drivers to buy electric cars, powered by green energy, to help the State meet its aggressive statutory goal, created by SB 32, of reducing Statewide GHG emissions by 2030 to 40 percent below 1990 levels. Another key prong to this strategy is to make petroleum-based fuels less carbon intensive. A number of statutes in recent years have addressed that strategy. These are discussed immediately below.

<u>Statutes Intended to Facilitate Land Use Planning Consistent with Statewide Climate Objectives</u>

*Senate Bill 375 (SB 375), Sustainable Communities and Climate Protection Act*

In September 2008, the Legislature enacted SB 375 (Stats. 2008, Ch. 728), which built on AB 32 by providing local governments with incentives to make land use choices that reduce the reliance on the automobile and reduce GHG emissions (refer to Government Code, Sections 14522.1, 14522.2, 65080, 65080.01 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588; and Public Resources Code, Sections 21061.3, 21155 – 21155.4, and 21159.28). SB 375 is intended to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocations. SB 375 requires metropolitan planning organizations (MPOs) to adopt, as components of their regional transportation plans (RTPs), sustainable community strategies (SCSs) or alternative planning strategies (APSs) that embody what the MPOs determine would be desirable land use allocations. In consultation with MPOs, the ARB is required to provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. Each SCS is intended to live within the regional GHG budget developed by ARB. City or county land use policies (including general plans) are not required to be consistent with the Regional Transportation Plan (RTP) (and associated SCS or APS). Regional transportation decisions and funding, however, will be influenced by climate change considerations, thus giving local governments incentives to conform their general plans to policies contained in the governing RTP with its SCS or APS. New provisions of CEQA also incentivize (through streamlining and other provisions) qualified projects that are consistent with an approved SCS or APS, categorized as "transit priority projects." The law also extends the minimum time period for the regional housing needs allocation cycle from five years to eight years for local governments located within an MPO that meets certain requirements.

ARB's regional GHG reduction targets must be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. ARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects will not be eligible for funding programmed after January 1, 2012.

Climate Change Scoping Plan

As explained earlier in the discussion of AB 32, one of ARB's first steps in implementing the statutory scheme was to prepare a "scoping plan" that laid out a kind of regulatory roadmap for achieving the required reduction in GHG emissions. The initial Scoping Plan was adopted in December 2008. As stated therein, the key elements of the strategy for achieving the 2020 GHG target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a Statewide renewables energy mix of 33 percent;
- Developing a California Cap-and-Trade Program that links with other Western Climate Initiative partner programs to create a regional market system;
- Establishing targets for transportation-related GHG emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

Through these strategies, California is expected to achieve a reduction of approximately 118 MMT $CO_2e$, or approximately 22 percent from the State's projected 2020 emission level of 545 MMT of $CO_2e$ under a business-as-usual scenario. This is a reduction of 47 MMT $CO_2e$, or almost 10 percent, from 2008 emissions. ARB's original 2020 projection was 596 MMT $CO_2e$, but this revised 2020 projection takes into account the economic downturn that occurred in 2008. The Scoping Plan also includes ARB recommended GHG reductions for each emissions sector of the state GHG inventory. ARB estimates the largest reductions in GHG emissions would be by implementing the following measures and standards:

- Improved emissions standards for light-duty vehicles;
- The Low Carbon Fuel Standard;
- Energy efficiency measures in buildings and appliances; and
- Renewable portfolio and electricity standards for electricity production.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. Capped strategies are subject to the Cap-and-Trade Program. The Scoping Plan states that the inclusion of these emissions within the Cap-and Trade Program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. Uncapped strategies that will not be subject to the Cap-and-Trade emissions caps and requirements are provided as a margin of safety by accounting for additional GHG emission reductions.

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 GHG limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities Climate for the next several years. The Update includes an estimate that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal.

After the 2016 enactment of SB 32, which set a statutory target for reducing Statewide GHG emissions to 40 percent below 1990 levels by 2030, CARB released the 2017 Climate Change Scoping Plan (adopted December 14, 2017) that includes a strategy to achieve the new 2030 target. In addition to identifying reduction commitments from State agencies, one of the key recommendations in the document is that local governments should aim to achieve emissions of no more than six metric tons $CO_2e$ per capita by 2030 and no more than two metric tons $CO_2e$ per capita by 2050.[22]

Building Code Requirements Intended to Reduce GHG Emissions

*California Energy Code*

The California Energy Code (California Code of Regulations, Title 24, Part 6), which is incorporated into the Building Energy Efficiency Standards, was first established in 1978 in response to a legislative mandate to reduce California's energy consumption. Although these standards were not originally intended to reduce GHG emissions, increased energy efficiency results in decreased GHG emissions, because energy efficient buildings require less electricity and thus less consumption of fossil fuels, which emit GHGs. The standards are updated periodically to allow consideration and possible incorporation of new energy efficiency technologies and methods. The current 2008 Building Energy Efficiency Standards, commonly referred to as the "Title 24" standards, include changes from the previous standards that were adopted, to do the following:

- Provide California with an adequate, reasonably priced, and environmentally sound supply of energy.
- Respond to AB 32, the Global Warming Solutions Act of 2006, which mandates that California must reduce its GHG emissions to 1990 levels by 2020.
- Pursue California energy policy that energy efficiency is the resource of first choice for meeting California's energy needs.
- Act on the CEC's Integrated Energy Policy Report, which finds that standards are the most cost-effective means to achieve energy efficiency, states an expectation that the Building Energy Efficiency Standards will continue to be upgraded over time to reduce electricity and peak demand, and recognizes the role of the Building Energy Efficiency Standards in reducing energy related to meeting California's water needs and in reducing GHG emissions.
- Meet the West Coast Governors' Global Warming Initiative commitment to include aggressive energy efficiency measures into updates of state building codes.
- Meet Executive Order S-20-04, the Green Building Initiative, to improve the energy efficiency of non-residential buildings through aggressive standards.

[22] California Air Resources Board, California's 2017 Climate Change Scoping Plan, November 2017 (Adopted December 14, 2017).

The 2016 Title 24 standards, which became effective on January 1, 2017, are estimated to result in new buildings that use 28 percent less energy for lighting, heating, cooling, ventilation, and water heating than the previous 2013 Standards. The 2016 updates to Title 24 are focused on moving closer to zero net energy (ZNE) homes by getting energy loads down so that remaining electricity demand can be met by solar photovoltaic (PV) panels. The 2016 Title 24 standards require "solar-ready roofs" to accommodate future installations of solar PV panels. Additionally, the 2016 Title 24 standards will save millions of gallons of water per year.

*California Green Building Standards Code*

The purpose of the California Green Building Standards Code (California Code of Regulations Title 24, Part 11) is to improve public health and safety and to promote the general welfare by enhancing the design and construction of buildings through the use of building concepts having a reduced negative impact or positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental quality. The California Green Building Standards, which became effective on January 1, 2011, instituted mandatory minimum environmental performance standards for all ground-up new construction of commercial, low-rise residential uses, and State-owned buildings, as well as schools and hospitals. The mandatory standards require the following:

- 20 percent mandatory reduction in indoor water use relative to baseline levels;
- 50 percent construction/demolition waste must be diverted from landfills;
- Mandatory inspections of energy systems to ensure optimal working efficiency; and
- Low-pollutant emitting exterior and interior finish materials such as paints, carpets, vinyl flooring, and particle boards.

## *Regional and Local*

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG adopted a Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that applies to the County of Ventura in April 2016. The following long-term implementation programs and policies are included in the SCS:

- Long-term emission-reduction investments for trucks and rail
- Unfunded operational improvements
- Unfunded capital improvements
- Expansion of our region's high-speed rail and commuter rail systems
- Increased use of active transportation
- Technology and new mobility innovations
- Expansion of the regional network of express lanes

Simi Valley Climate Action Plan (CAP)

The City of Simi Valley has developed a Greenhouse Gas Inventory Policy to account for GHG emissions based on established GHG principles and a Climate Action Plan (CAP), which was adopted on June 4, 2012. The CAP was prepared to reduce and encourage reductions in GHG emissions from all sectors within the City. The City's goal is to reduce GHG emissions by 15 percent by 2020 as compared to a 2006 baseline. The City compares and collects GHG emissions data for its municipal operations and tracks county-wide GHG emissions. An indicator of the success of these efforts is a measured reduction

in GHG emissions using protocols discussed in the CAP. No specific GHG emission thresholds of significance are included in the CAP or GHG Inventory Policy.

## 4.4.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to GHG emissions has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact associated with GHG emissions when the proposed project has potential to:

- Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

## 4.4.3 Project Impacts and Mitigation Measures

The vast majority of individual projects do not generate sufficient GHG emissions to create a project-specific impact to directly influence climate change; therefore, the issue of climate change typically involves an analysis of whether a project's contribution toward an impact is cumulatively considerable. CEQA Guidelines, Section 15355 states that "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects.

**Impact GHG-1 GHG Emissions Generation**

The proposed project would potentially have a significant impact if it would generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment.

Given that Ventura County is adjacent to the SCAQMD jurisdiction and is part of the Southern California Association of Governments (SCAG) region, the VCAPCD recommends use of GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD.[23] On December 5, 2008, the SCAQMD Governing Board adopted the staff proposal for an interim GHG significance threshold for projects where the SCAQMD is lead agency.[24] The SCAQMD board letter, resolution, interim GHG significance threshold, draft guidance document, provides GHG significance threshold tiers. The Tier 2 significance threshold indicates that a project would not have significant GHG emissions if the project is consistent with a GHG reduction plan that may be part of a local general plan.[25] The Simi Valley CAP was formally adopted into the City's General Plan on June 4, 2012. Therefore, for the purpose of this analysis, the project would have a less than significant impact on GHG emissions, if it is consistent with the City's CAP. The project's operational and construction GHG emissions are also quantified, for informational purposes.

[23] Ventura County Air Pollution Control District, Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County, November 8, 2011. Available online at http://www.vcapcd.org/pubs/Planning/GHGThresholdReportRevised.pdf

[24] South Coast Air Quality Management District, Greenhouse Gases (GHG) CEQA Significance Thresholds, Accessed at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds June 21, 2018.

[25] South Coast Air Quality Management District, Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. 2008. Accessed at: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/ghg-significance-thresholds June 21, 2018.

Construction Emissions

The proposed project's construction-related GHG emissions were estimated using the CalEEMod 2016.3.2 emissions estimator model. The estimated annual GHG emissions associated with construction of the project are estimated to be approximately 925 metric tons.[26]

As discussed above, pursuant to VCAPCD's guidance, this analysis follows SCAQMD's recommended GHG thresholds, which recommends amortizing construction-related GHG emissions over a project's lifetime in order to include these emissions as part of a project's annualized lifetime total emissions. The SCAQMD has defined a project lifetime to be a 30-year period. When amortized over a 30-year period, $CO_2e$ construction emissions would be 30.8 metric tons per year.

Operational Emissions

GHG emissions associated with operations of the proposed project were estimated using CalEEMod. As shown in **Table 4.4-1, Greenhouse Gas Emissions**, the proposed project would generate an estimated 3,502.9 metric tons of $CO_2e$ per year including the amortized construction-related emissions. For a conservative analysis, the GHG emissions estimation did not consider credits from removal of existing commercial space that would be removed by the project. Therefore, the project's net increase in GHG emissions would be somewhat less than the amounts shown in Table 4.4-1.

**Table 4.4-1**
**Greenhouse Gas Emissions**

| Generation Source | $MTCO_2e$/year |
|---|---|
| **Project Emissions** | |
| Area Sources | 3.5 |
| Energy Utilization | 928.4 |
| Mobile Source | 2,439.2 |
| Solid Waste Generation | 32.2 |
| Water Consumption | 68.8 |
| Construction (Amortized) | 30.8 |
| **Total Project Operational Emissions [a]** | **3,502.9** |

Source: Rincon Consultants, Inc., Alamo Street Mixed Use Project Air Quality & Greenhouse Gas Study, June 2018 (Appendix B)
[a] Does not incorporate credits for GHG reductions for removal of existing commercial space. The net increase over existing conditions would be lower.

Based on the Tier 2 GHG significance threshold discussed above, the project would not have a significant GHG emissions impact if the project is consistent with the Simi Valley CAP. As shown in the analysis of Impact GHG-2 Plan Consistency, the project would be consistent with applicable GHG reduction strategies of the CAP, and therefore, impacts would be less than significant.

## *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

## *Residual Impacts*

Impacts would be less than significant before mitigation.

[26] Rincon Consultants, Inc., Alamo Street Mixed Use Project Air Quality & Greenhouse Gas Study, June 2018.

## Impact GHG-2 Plan Consistency

The proposed project would potentially have a significant impact if it would conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs.

The City of Simi Valley has adopted a goal to reduce its community GHG emissions to 15 percent below its 2006 GHG emissions levels by 2020 as part of the City's Greenhouse Gas Reduction Plan within the CAP, adopted on June 4, 2012. **Table 4.4-2, Project Consistency with Simi Valley Climate Action Plan** summarizes the strategies and project-level measures identified within the CAP that could apply to a residential or commercial development. As shown in Table 4.4-2, the project would be consistent with the applicable GHG reduction measures of the CAP.

**Table 4.4-2**
**Project Consistency with Simi Valley Climate Action Plan**

| Strategy | Project Consistency |
|---|---|
| ***Energy Reduction Measures*** | |
| **R2-E1 – Residential Energy Efficiency Program**<br>**R2-E5 – Commercial Energy Efficiency Program**<br>These measures involve the adoption of a voluntary incentive program that facilitates energy efficient design for all new residential and commercial buildings, respectively. | **Consistent.** The project would be required to comply with the Title 24 standards for Building Energy Efficiency that are in effect at the time of development. These standards include actions such as insulation certified by the Department of Consumer Affairs, Bureau of Home Furnishing and Thermal Insulation to reduce energy necessary to regulate building temperature and natural gas systems only installed if they do not have a continuously burning pilot light, to save energy. |
| **R2-E8 – Water Use Reduction Initiative**<br>The City's adoption of a water use reduction goal would introduce requirements for new development. | **Consistent.** The project would be required to comply with the City's water use restrictions on time, area, frequency, and duration of specified allowable water usages. The project also includes drought tolerant landscaping throughout the project site, which would further reduce water use. |
| ***Solid Waste*** | |
| **R2-W1 – City Diversion Program**<br>This measure provides a list of waste reduction measures that can be implemented for municipal operations and within the community on an individual development project level which will further strengthen existing waste reduction and diversion programs. Project-level measures within R2-W1 that apply to residential and commercial development include:<br><br>o Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard) that meets or exceeds the | **Consistent.** The project would comply with current City of Simi Valley mandatory construction and demolition waste recycling percentages. The project would comply with solid waste diversion programs and include recycling infrastructure (recyclable storage areas) as part of the project. |

| Strategy | Project Consistency |
|---|---|
| mandatory 75% currently required by the City; and<br>o Provide interior and exterior storage areas for recyclables and green waste at all buildings. | |
| ***Transportation*** | |
| **R2-T – Anti-Idling Enforcement**<br>This measure involves the adoption and enforcement of an Anti-Idling Ordinance for heavyduty diesel trucks, including local delivery trucks and long-haul truck transport within the City. | **Consistent.** Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation. |
| **R2-T8 – Expand Renewable Fuel/Low-Emission Vehicle Use**<br>New developments within the City will be required to provide the necessary facilities and infrastructure in all land use types to encourage the use of low or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). | **Consistent.**<br>The project proposes to provide electric vehicle charging stations for six parking spaces within to the garage structure, adjacent to the western vehicular entry gate. |

The 2006 CAT Report identified a recommended list of strategies that the State could pursue to reduce GHG emissions. The project would be consistent or not conflict with the objectives of the Report. **Table 4.4-3**, Project Consistency with Applicable Climate Action Team GHG Strategies summarizes GHG emission reduction strategies applicable to the proposed project, and provides a discussion of project's consistency with those strategies.

**Table 4.4-3**
**Project Consistency with Applicable Climate Action Team GHG Strategies**

| Strategy | Project Consistency |
|---|---|
| ***Energy Reduction Measures*** | |
| **Vehicle Climate Change Standards**<br>AB 1493 (Pavley) required the state to develop and adopt regulations that achieve the maximum feasible and cost-effective reduction of climate change emissions emitted by passenger vehicles and light duty trucks. Regulations were adopted by the ARB in September 2004. | **Consistent.** Vehicles that travel to and from the project site on public roadways would be in compliance with ARB vehicle standards that are in effect at the time of vehicle purchase. |
| **Diesel Anti-Idling**<br>The ARB adopted a measure to limit diesel-fueled commercial motor vehicle idling. | **Consistent.** Current State law restricts diesel truck idling to five minutes or less. Diesel trucks operating from and making deliveries to the project site are subject to this state-wide law. Construction vehicles are also subject to this regulation. |

| Strategy | Project Consistency |
|---|---|
| | |
| **Alternative Fuels: Biodiesel Blends**<br>ARB would develop regulations to require the use of 1 to 4% biodiesel displacement of California diesel fuel. | **Consistent.** The diesel vehicles such as construction vehicles that travel to and from the project site on public roadways could utilize this fuel once it is commercially available. The nearest biodiesel station is located at 6417 Ventura Boulevard approximately 25 miles east of the project site. |
| **Alternative Fuels: Ethanol**<br>Increased use of E-85 fuel. | **Not Applicable.** The project is a residential/retail project. Additionally, vehicles could use E-85 fuel located 25 miles east of the project site located at 6417 Ventura Boulevard. |
| **Heavy-Duty Vehicle Emission Reduction Measures**<br>Increased efficiency in the design of heavy-duty vehicles and an education program for the heavy-duty vehicle sector**.** | **Consistent.** Heavy-duty vehicles for construction activities that travel to and from the project site on public roadways would be subject to all applicable ARB efficiency standards that are in effect at the time of vehicle manufacture. |
| **Urban Forestry**<br>A new statewide goal of planting 5 million trees in urban areas by 2020 would be achieved through the expansion of local urban forestry programs. | **Consistent.** The project would not interfere with the statewide goal of planting trees. |
| **Building Energy Efficiency Standards in Place and in Progress**<br>Public Resources Code 25402 authorizes the CEC to adopt and periodically update its building energy efficiency standards (that apply to newly constructed buildings and additions to and alterations to existing buildings). | **Consistent.** The project would be required to comply with the Title 24 standards for Building Energy Efficiency that are in effect at the time of development. These standards include actions such as insulation certified by the Department of Consumer Affairs, Bureau of Home Furnishing and Thermal Insulation to reduce energy necessary to regulate building temperature and natural gas systems only installed if they do not have a continuously burning pilot light, to save energy. |
| **Appliance Energy Efficiency Standards in Place and in Progress**<br>Public Resources Code 25402 authorizes the Energy Commission to adopt and periodically update its appliance energy efficiency standards (that apply to devices and equipment using energy that are sold or offered for sale in California). | **Consistent.** Under State law, appliances that are purchased for the project- both pre- and post-development – would be consistent with energy efficiency standards that are in effect at the time of manufacture. |
| **Fuel-Efficient Replacement Tires & Inflation Programs**<br>State legislation established a statewide program to encourage the production and use of more efficient tires. | **Not Applicable.** This is a residential/retail project and would not require fuel-efficient replacement tires and inflation programs. |
| **Municipal Utility Renewable Portfolio Standard**<br>California's Renewable Portfolio Standard (RPS), established in 2002, requires that all load serving entities achieve a goal of 20% of retail electricity sales from renewable energy sources by 2017, within certain cost constraints. | **Not Applicable.** The project would not preclude implementation of this strategy by Southern California Edison. |

| Strategy | Project Consistency |
|---|---|
| **Municipal Utility Combined Heat and Power**<br>Cost effective reduction from fossil fuel consumption in the commercial and industrial sector through the application of on-site power production to meet both heat and electricity loads. | **Not Applicable.** Project development would not preclude the implementation of this strategy by the municipality**.** |
| **Alternative Fuels: Non-Petroleum Fuels**<br>Increasing the use of non-petroleum fuels in California's transportation sector, as recommended as recommended in the CEC's 2003 and 2005 Integrated Energy Policy Reports. | **Not Applicable.** This is a residential/retail project and would not require the use of alternative non-petroleum fuels**.** |
| Accelerated Renewable Portfolio Standard<br>The Governor has set a goal of achieving 33% renewable in the State's resource mix by 2020. The joint PUC/Energy Commission September 2005 Energy Action Plan II (EAP II) adopts the 33% goal. | **Not Applicable.** Project development would not preclude the implementation of this strategy by energy providers. |
| Explore and implement innovative strategies and projects that enhance mobility and air quality, including those that increase the walkability of communities and accessibility to transit via non-auto modes, including walking, bicycling, and neighborhood electric vehicles (NEVs) or other alternative fueled vehicles. | **Consistent.** The project site is located in an urbanized area with sidewalks, large road shoulders for bicycles, and in proximity to existing residential and commercial development. An existing bus stop at the project's western boundary would be retained. The project design includes electric vehicle charging ports for six of the residential use parking spaces. |
| Collaborate with local jurisdictions to plan and develop residential and employment development around current and planned transit stations and neighborhood commercial centers. | **Consistent.** As discussed above, the project site is located in an urbanized area with sidewalks, large road shoulders for bicycles, and in proximity to existing commercial centers. The project would not conflict with efforts to support the use of public transportation. An existing bus stop at the project's western boundary would be retained. |
| Develop first-mile/last-mile strategies on a local level to provide an incentive for making trips by transit, bicycling, walking, or neighborhood electric vehicle or other ZEV options. | **Consistent.** As discussed above, the project site is located in an urbanized area with sidewalks, large road shoulders for bicycles, and in proximity to existing residential and commercial development. An existing bus stop at the project's western boundary would be retained. |
| Support work-based programs that encourage emission reduction strategies and incentivize active transportation commuting or ride-share modes. | **Not Applicable.** The project is a residential/retail project. Residents could participate in ridesharing or other commuting programs, such as bicycling, intended to reduce emissions from motor vehicles. |
| Develop a Regional PEV Readiness Plan with a focus on charge port infrastructure plans to support and promote the introduction of electric and other alternative fuel vehicles in Southern California. | **Not Applicable.** This is a residential/retail project, but project development would not preclude implementation of this strategy. The project design includes electric vehicle charging ports for six of the residential use parking spaces. |

The project would comply with GHG reduction strategies presented within the CAT's report that would be applicable to the proposed uses. Vehicles involved with the project would be in compliance with ARB vehicle standards, State laws which restrict diesel truck idling and would be able to utilize alternative fuels such as biodiesel once made commercially available. Additionally, the project would comply with Title 24 standards for Building Energy Efficiency and appliances purchased for the project would be consistent with energy efficient standards. The project would comply with strategies to increase the walkability of communities and accessibility of public or alternative transit as it is urban infill project located within close proximity to existing residential and commercial development, and would retain existing bus stop at the project's western boundary. The project would also include six charging stations for electric vehicle within the residential parking garage, to support use of electric vehicles. The project would not interfere with implementation of strategies that although may not be applicable to the project, are established and implemented by the state, private sector or municipality.

As discussed above, the project would not conflict with GHG reduction strategies of the City's CAP, or the State's CAT Report that have been adopted or recommended to reduce GHG emissions in the City and statewide. Therefore, the project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs , and impacts would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.4.4 Cumulative Impacts

No one source or project can generate enough GHG emissions to independently affect global climate. Rather, global climate change and associated impacts are the result of the combination of the accumulation of GHGs emitted worldwide. Due to the nature of the assessment of GHG emissions and the effects of global climate change, impacts are only analyzed from a cumulative context, which as evaluated above, would be less than significant.

# 4.5 HAZARDS AND HAZARDOUS MATERIALS

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo/Alamo Street residential project to result in impacts regarding hazards and hazardous materials, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts associated with hazards and hazardous materials, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR. The project report to support this analysis is the Phase I Environmental Site Assessment Report (ESA) conducted by KCE Matrix, July 8, 2016, and is provided in EIR **Appendix D, Hazards and Hazardous Materials**.

## 4.5.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Site Overview*

The project site consists of 290,000 square feet of land area on the northeast corner of Tapo Street and Alamo Street in the City of Simi Valley.

### *Existing Land Uses*

The project site is currently developed with "Belwood Center" commercial/retail center, consisting of three building totaling approximately 84,000 square feet. Additionally, an asphalt-paved parking lot serving the commercial uses occupies a substantial portion of the property. The majority of the commercial center square footage appears to be currently vacant. Of various tenants that occupy portions of the commercial space, one is a dry cleaning facility, currently signed as St. Michaels Dry Clean USA, which has been operational in the eastern building on the site since at least 2001 through the present. The southwest corner of the property is vacant land with dirt surface. The project's Phase I ESA report documented no observed underground or aboveground storage containers for hazardous materials currently within the site.

### *Historic Land Uses*

Based on the project's Phase I ESA, historic information found within Sanborn Maps, Aerial photographs, regulatory records and city directories indicates that a commercial/retail structure was constructed in the northern portion of the site in the configuration of the existing structure on that portion of the site in approximately 1963 through 1965. In 1988, two additional commercial/retail structures

were constructed on the eastern and western portion of the property that correlate to existing shopping center structures currently on the site.

A gasoline service station and/or auto repair facility was operated from at least 1968 through 1998 on the southwest portion of the site that is currently vacant. A previous release of gasoline in this portion of the site from a leaking underground storage tank (UST) detected in 1988 was the subject of cleanup and monitoring efforts with oversight by Ventura County (Case No. 87129) and Regional Water Quality Control Board (RWQCB) - Los Angeles Region 4 (case No. C-87129). Site assessments and/or remediation efforts were completed and the case was granted final closure as of July 20, 1995.

## Regulatory Setting

### *Federal*

Comprehensive Environmental Response, Compensation and Liability Act and U.S. Superfund Amendments and Reauthorization Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or commonly known as “Superfund”) was enacted on December 11, 1980. This law created a tax on the chemical and petroleum industries and provided broad federal authority to respond directly to releases or threatened releases of hazardous substances that may endanger public health or the environment. The CERCLA information system (CERCLIS) is a database maintained by the EPA that lists sites where releases may have occurred, need to be addressed, or have been addressed.

Resource Conservation and Recovery Act (RCRA)

The Resource Conservation and Recovery Act (RCRA) gives EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

National Emission Standards for Hazardous Air Pollutants (NESHAPs)

In cases where the presence of asbestos-containing materials and lead-based paints is likely, State and Federal standards are applicable. EPA Guidance Document 340/1-92-013 "A Guide to Normal Demolition Practices under the Asbestos NESHAPs" should be referred to prior to initiation of a demolition project. Work practices described in the guidance document generally involve removing all asbestos-containing materials, adequately wetting all regulated asbestos-containing materials, sealing the material in leak tight containers and disposing of the asbestos-containing waste material as expediently as practicable, as the regulation explains in greater detail.

Lead Exposure in Construction Interim Final Rule

On June 3, 1993, Federal-Occupational Safety and Health Administration (OSHA) implemented 29 Code of Federal Regulations (CFR) Part 1926.62 "Lead Exposure in Construction Interim Final Rule." California subsequently adopted 29 CFR Part 1926.62 and incorporated it into its own standard Title 8 Code of California Regulations (CCR) Section 1532.1. The lead standards apply to all construction work in which lead is present in any amount. "Construction work" is defined as work involving construction, demolition, alteration, repair, painting, or decorating. The regulations require employers to implement stringent employee protection provisions, such as respiratory protection, biological monitoring (blood lead levels), training, and hygiene facilities, even prior to establishing exposure levels. Once an employer has conducted an initial exposure assessment, and depending upon the results of the assessment, changes

can be made in the level of personal protective equipment necessary, and the frequency of air and biological monitoring (blood lead levels) can be altered.

Toxic Substances Control Act

The Toxic Substances Control Action of 1976 banned the manufacture, processing, distribution, and use of PCBs in totally enclosed systems. In 1976, the US EPA banned the manufacture and sale of PCB-containing transformers. Prior to this date, transformers were frequently filled with a dielectric fluid containing PCB-laden oil. By 1985, the US EPA required that commercial property owners with transformers containing more than 500 parts per million (ppm) PCBs must register the transformer with the local fire department, provide exterior labeling, and remove combustible materials within 5.0 meters of the transformer (40 CFR Part 761.30: "Fire Rule"). The EPA Regional 9 PCB Program regulates remediation of PCBs in several states, including California.

### *State*

California Hazardous Waste Control Law

If it is determined that hazardous waste would be generated by the proposed operations of the project, the wastes would be managed in accordance with the California Hazardous Waste Control Law (Chapter 6.5 of Division 20 of the Health and Safety Code) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22 Division 4.5). The California Accidental Release Prevention (CalARP) Program is designed to prevent accidental releases of substances that can cause serious harm to the public and the environment, to minimize the damage if releases do occur, and to satisfy community right-to-know laws. This is accomplished by requiring businesses that handle acutely hazardous materials to develop a Risk Management Plan (RMP). An RMP will list the equipment and procedures that will be used to prevent, mitigate, and abate releases of hazardous materials subject to CalARP requirements. This program is implemented by the Riverside County Department of Environmental Health Hazardous Materials Branch in unincorporated areas of the County.[1] Health and Safety Code Division 2, Chapter 6.95, Article 1, Section 25507(a) provides a list of materials and quantities for which a business would be required to establish and implement a business plan for emergency response pursuant to Section 25503.

California Regional Water Quality Control Board – Los Angeles Region

The Regional Water Quality Control Board (RWQCB) and Los Angeles County Fire Department's Health Hazardous Materials Division, Site Mitigation Unit (SMU), enforce Federal and State site remediation regulations. The SMU is the lead agency for the area and has instituted a Site Mitigation Program responsible for the supervision of cleanup at sites located throughout the County. The County will grant closure of an impacted site when confirmatory samples of soil and groundwater reveal that levels of contaminants are below the standards set by the SMU and the RWQCB.

Hazardous Waste Generator and Hazardous Waste Treatment (Tiered Permitting) Program

California legislation (AB 1772) passed in 1992 established a five-tiered program for permitting (or authorizing) the treatment and/or storage of hazardous waste. Facilities that fall into these tiers are required to have a state permit or authorization to do so. Eligibility for the different tiers depends on the:

- Type (concentration/composition) of hazardous waste being treated or stored;
- Volume treated; and
- Treatment process used.

[1] County of Riverside Department of Environmental Health, HazMat Programs, CA Accidental Release (CalARP), Accessed on April 23, 2018 at: http://www.rivcoeh.org/HazMat/calarp.

The new tiers were added to make the permit process easier for businesses that treat hazardous waste on site within their normal operations. In this way, the burden of regulation is matched to the amount of risk associated with the hazardous waste treatment activity. Compliance is determined through regulatory inspections after notification. Large hazardous waste treatment, storage, or disposal facilities that require Full or Standardized permits are regulated by Cal-EPA's Department of Toxic Substances Control.

California Uniform Fire Code: Hazardous Materials Management Plans and Hazardous Materials Inventory Statement

The CAL FIRE- Office of the State Fire Marshal (OSFM) is responsible for ensuring the implementation of the California Fire Code Hazardous Materials Management Plan (HMMP) and Hazardous Materials Inventory Statement (HMIS) of the Unified Program. The HMMP/HMIS requirements were developed during the 1980s around the same time as the Hazardous Materials Release Response Plan and Inventory (HMRRP or Business Plan) requirements in Chapter 6.95 of the California Health and Safety Code. The HMMP/HMIS requirements have been incorporated by adoption into the California Fire Code, as part 9 of title 24 in the California Code of Regulations.

Because the requirements of the HMMP/HMIS and the Business Plan are similar, the two Unified Program elements have been merged, to the extent possible, to meet the intent of coordinating, consolidating, and making the programs consistent, while reducing regulatory burden on businesses and duplication of effort by regulatory agencies. The purpose of the fire code element is to enhance coordination and communication among the Certified Unified Program Agencies (CUPA), participating agencies (PA), fire agencies, and business stakeholders.[2]

Department of Toxic Substances Control

The California DTSC administers hazardous waste laws and oversees remediation of hazardous waste sites in California. The mission of DTSC is to protect California's people and environment from harmful effects of toxic substances by restoring contaminated resources, enforcing hazardous waste laws, reducing hazardous waste generation, and encouraging the manufacture of chemically safer products.[3] Government Code Section 65962.5[4] requires the DTSC to compile and update a list of hazardous materials sites.

### *Regional and Local*

Ventura County Resource Management Agency

The Ventura County Resource Management Agency (VCRMA) serves as the CUPA for Ventura County. The VCRMA provides regulatory oversight for six statewide environmental programs, including: Hazardous Waste Program, Hazardous Materials Business Plan, California Accidental Release Prevention Program, Underground Hazardous Material Storage Tanks, Aboveground Petroleum Storage tanks/ Spill Prevention Control & Countermeasure Plan, and the Onsite Hazardous Waste Treatment/ Tiered Permit. For implementation of these programs, the VCRMA implements various state and federal laws and regulations, County Code, and local policies.

[2] State of California, Cal Fire, Certified Unified Program Agency, Accessed on April 23, 2018 at: http://osfm.fire.ca.gov/cupa/hhmp-hmis.php.

[3] California Department of Toxic Substance Control, DTSC: Who We Are and What We Do, Accessed on April 23, 2018 at: http://www.dtsc.ca.gov/InformationResources/DTSC_Overview.cfm.

[4] California Government Code, Title 7, Division 1, Chapter 4.5, Article 6, Section 65962.5(a)(1).

City of Simi Valley Municipal Code

Title 6 of the City's Municipal Code regulates Sanitation and Health issues in the City. Chapter 10 codifies liability for hazardous waste discharges within the City, and Chapter 12 provides prohibitions regarding introduction of hazardous wastes into stormwater facilities.

## 4.5.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to hazards and hazardous materials has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact due to hazards and hazardous materials when the proposed project has potential to:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- 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.
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.
- 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.

## 4.5.3 Project Impacts and Mitigation Measures

### Impact HAZ-1: Transport, Use, or Disposal of Hazardous Materials

A project could result in a potentially significant impact if it would create a substantial hazard to the public or the environment through routine transport, use, or disposal of hazardous materials.

Construction

During construction, flammable and otherwise hazardous substances would be transported and used on site, including, but not limited to fuels for equipment and generators, oil, grease, paints, and solvents. These materials are common for construction workplaces and storage and use of these materials is standard practice for a large construction site. Federal, state and local regulations described in Section 4.5.2 (Regulatory Setting) dictate appropriate transport, use and disposal of such materials to minimize hazards associated with the accidental release of such materials.

Project construction activities will be required to implement a Stormwater Pollution Prevention Plan (SWPPP), which would include best management practices (BMP) to minimize the risks of spills of fuels, oils, and other hazardous construction materials. BMPs will require readily available "spill kits" during construction, on-site personnel trained in spill prevention and cleanup techniques for the specific contracting trade operating on site, routine inspections for spills, and a requirement for timely clean-up of spills if they occur. As such, the existing regulatory environment would assure that project impacts

related to risk of upset during routine transport, use or disposal of hazardous materials during construction would be less than significant.

Operations

Operations of the proposed project would involve the routine transport and use of common chemicals typically used in residences for household cleaning activities. The use of these materials would not pose a significant hazard to the public or environment due to the typically small quantities that would be transported or stored within each household, as well as regulated directions for use and disposal. As such, the project's potential to result in a hazard from the routine transport, use, or disposal of hazardous materials would be less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact HAZ-2: Foreseeable Upset and Accident Conditions

The project would potentially have a significant impact if it would 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.

Construction

During construction activities, construction personnel could potentially be subject to temporary risks due to accidental release of hazardous materials into the environment if present within soils during grading or excavation. The Phase I ESA addressed several potential issues on the site, as described further, below.

*Vapor Encroachment*

The Phase I ESA conducted a Vapor Encroachment Screen (VES), which consists of a review of site records, and Federal and State databases to evaluate the likelihood that existing or previous uses in the area may have the potential to have caused a Vapor Encroachment Condition (VEC) for the subject property. A VEC is defined by the American Society for Testing and Materials (ASTM) as the presence or likely presence of "chemical of concern" vapors in the subsurface of the subject property caused by the release of vapors from contaminated soil or groundwater or both either on or near the subject property. Due to the existing dry cleaning facility on the property, which was listed in a HazNet database report, dated 2006, as containing halogenated solvents (chloroforms, methyl chloride, perchlorethylene, etc.), the Phase I ESA VES concluded that a VEC cannot be ruled out for the project site.

As recommended by the project's Phase I ESA, **Mitigation Measure HAZ-1** would address this potential issue by ensuring that subsurface environmental assessment work be conducted within the vicinity of the existing Dry Cleaners facility prior to the movement or excavation of soils during construction. With the implementation of this mitigation measure, the impact would be considered less than significant.

*Soil Contamination*

The project's Phase I ESA report noted that a leaking underground storage tank (LUST) was identified on southwest corner of the site in 1988, associated with previous operation of a gas station on that portion of the project site, which has since been removed. The LUST on the site was subsequently subject to removal/monitoring efforts. Extensive subsurface environmental site assessment and remediation work

was conducted between 1988 and 1995. The cleanup oversight agencies were identified as Ventura County (Case No. 87129) and Regional Water Control Board- Los Angeles Region 4 (Case No. C-87129). On July 20, 1995 the Ventura County Health Division (VCEHD) issued a final closure letter, confirming completion of the environmental assessment and remediation effort. All structures and paving have since been removed from this portion of the property, which has remained vacant since at least 2002 through the present. As the site was fully remediated and the LUST case was closed over 20 years ago, construction of the project would have no impact regarding potential release of hazardous materials to the environment associated with the previous gas station operation and fuel tank(s) that occupied the southwest portion of the site.

*Onsite Hazardous Materials Use*

According to the Phase I ESA, VCEHD has indicated that a Fresh and Easy grocery store, which operated on the site from approximately 2012 to 2015, was documented to have minor violations for registration of hazardous materials (detergent waste chemicals, solvents, and alkaline solution), and corrections that were requested and performed. Fresh and Easy grocery store has vacated the commercial center, and the space formerly occupied by the grocery store is currently vacant. As such, the violating entity (Fresh and Easy) no longer operates on the site.

*Asbestos Containing Materials and Lead Based Paint*

The original structure currently located on the northern portion of the property was first constructed between 1963 and 1965, and therefore some building materials may have been Asbestos Containing Material (ACM) or have been painted with Lead-Based Paint (LBP). Asbestos is a health concern when building materials are friable, or can easily crumble. With regard to LBP, exposure to this substance is a health concern when lead dust is created and can be inhaled or LBP chips are accessible for ingestion. Based on the fact that the two smaller structures currently located on the eastern and western portion of the property were constructed in approximately 1988, it is not likely that these building materials include ACM or have been painted with LBP. Ground-disturbing activities such as grading and excavation have the potential to release hazardous materials into the environment. **Mitigation Measure HAZ-2,** recommended by the Phase I ESA, requires that prior to issuance of any demolition, grading, or building permit, a qualified abatement consultant shall survey the project site for the presence of ACM or LBP, and that if present, standardized abatement procedures to protect construction workers from exposure be implemented during demolition to safely remove such materials. By implementing MM HAZ-2, potential impacts associated with ACM and LBP would be less than significant.

Operations

Operations of the proposed project could involve the use of certain hazardous materials, which would include chemicals typically used in residences, such as cleaning solvents, paints, gasoline, propane, grease, oil, and commercially available fertilizers and pesticides. As stated previously in Section 4.5.3.1, the use of these materials would not pose a significant hazard to the public or environment due to the typically small quantities that would be transported or stored within each household or office, as well as regulated directions for use and disposal. Additionally, all developments that handle hazardous materials must comply with regulations established by the US EPA, state, Ventura County and City of Simi Valley Therefore, impacts associated with household and office use of hazardous materials would be less than significant.

## *Mitigation Measures*

**MM HAZ-1** Prior to initiation of soil movement or excavation associated with construction activities, subsurface environmental assessment within the vicinity of the dry cleaning facility located at 4537 Alamo Street shall be performed to determine if a

vapor encroachment condition (VEC) exists. If a VEC is determined to exist, the applicant shall coordinate with Building and Safety to design and implement a soil remediation plan.

**MM HAZ-2** Prior to issuance of any demolition, grading, or building permit, the project applicant shall provide documentation to the Department of Building and Safety that a qualified abatement consultant surveyed the project site and that no ACM or LBP are present within any of the buildings located on the project site. If ACM or LBP are found to be present at the site, a qualified firm shall provide abatement activities during demolition in compliance with SCAQMD Rule 1403 as well as other State and Federal rules and regulations to protect construction workers from exposure to such materials.

### *Residual Impacts*

Impacts would be less than significant after mitigation.

## Impact HAZ-3: Proximity to Schools

The project would potentially have a significant impact if it would emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

The nearest school to the project site is Valley View Middle School, which is located over 0.5 miles away from the proposed project site.[5] As the site is not within one-quarter mile of an existing school, the impacts related to this threshold would be less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact HAZ-4: Hazardous Materials Sites

The project would potentially have a significant impact if it would be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment.

KCE Matrix prepared a Phase I ESA report for the project property, dated July 8, 2018. The ESA was conducted to research and report existing environmental conditions for the subject property based on the American Society of Testing and Materials (ASTM) standard practice E1527-13. This practice aims at identifying recognized environmental conditions in connection with a property.

As discussed above (see Impact HAZ-2), an LUST was identified in 1988 in the southwest corner of the property, and subsequent cleanup activities and monitoring were performed and completed.[6] The cleanup oversight agencies were identified as Ventura County (Case No. 87129) and RWQCB- Los Angeles Region 4 (Case No. C-87129). Following completion of the environmental site assessment and

[5] Simi Valley Unified School District, School Boundary Maps, Accessed on April 5, 2018 at https://www.simi.k12.ca.us/cms/page_view?d=x&piid=&vpid=1450770253716.

[6] California State Water Resources Control Board, GeoTracker, 2804 Tapo Street, Accessed on April 5, 2018 at https://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T0611100250.

remediation actions under the direction of the oversight agencies, the case was granted final closure as of July 13, 1995. As this LUST site was remediated and closed in 1995, it is no longer an environmental concern. The previous condition of the site has been completely mitigated and therefore the current site would not create a significant hazard to the public or the environment regarding the release of hazardous materials to the environment.

As discussed above, due to the operation of a dry cleaning facility on the site, a VES performed as part of the Phase I ESA concluded that a VEC could not be ruled out; however, implementation of Mitigation Measure MM HAZ-1 would reduce potential impacts to a less than significant level.

### *Mitigation Measures*

MM HAZ-1 would be required.

### *Residual Impacts*

Impacts would be reduced to a less than significant level with mitigation.

## Impact HAZ-5: Emergency Response Plans

The project would potentially have a significant impact if it would impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan.

The County of Ventura and the City both implement programs to facilitate emergency preparedness. The County of Ventura's Office of Emergency Services (OES) administers the County's disaster preparedness and response program. Additionally, it acts as a coordination point between various agencies regarding emergency response activities. The City of Simi Valley Emergency Services Program plans for, responds to, and coordinates the recovery from disasters as well as implements the Community Emergency Response Training (CERT) program.

During construction, the proposed project would not result in total closure of either roadway that is located adjacent to the project site. As such the project would not substantially impair or physically interfere with the ability of emergency vehicles to respond to emergencies within the vicinity of the site. During operations, the project would not interfere with movement of emergency vehicles on the existing street network. As such, potential impacts would be less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact HAZ-6: Wildland Fires

The project would potentially have a significant impact if it would 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.

A proposed project could result in a potential impact if it would expose people or structures to a significant risk of loss, injury or death involving wildland fire hazards. State law requires the California Department of Forestry and Fire Regulation (CAL FIRE) to designate areas, or make recommendations

for local agency designation of areas, that are at risk from significant fire hazards based on fuels, terrain, weather, and other relevant factors. These areas at risk of fire are termed "Fire Hazard Severity Zones" (FHSZ).[7] As discussed in the Existing Conditions and in Section 4.7.1.1, Public Services – Fire Services, the currently developed project site is located in a non-Very High FHSZ within a Local Responsibility Area (LRA).[8] Because the project site is not located within Very High FHSZ, and is not adjacent to wildlands, or where residences are intermixed with wildlands, the project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

The project would incorporate fire safety features as required by the Ventura County Fire Code, such as incorporation of sprinklers and fire apparatus access, which would further reduce the potential for the project to exacerbate the risk of wildland fires that could result in loss, injury or death. As discussed in Section 4.14, Public Services – Fire Services, the project site is served by the Ventura County Fire Department with the closest station 0.6 miles away at 3265 Tapo Street. As the project site is not susceptible to a significant risk of wildland fires, and would comply with the Ventura County Fire Code to address the potential for the project to exacerbate the threat of wildland fire in the area, this potential impact would be less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.5.4 Cumulative Impacts

A project's impact under CEQA is cumulatively considerable when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

Simi Valley is expected to experience future residential, commercial and industrial development[9], and would most likely involve the transport, store, use and dispose of varying amounts of hazardous materials. As discussed in this Section, compliance with existing codes, regulations and BMPs and law enforcement would make an accidental release of hazardous materials unlikely. With mitigation, the proposed project's potential impact is reduced to a less than significant level. There are no existing or proposed hazards or hazardous materials usage within the cumulative project area that would be expected to combine with the proposed project's less than significant impact to result in a cumulatively significant impact. Therefore, the project's impact would be less than cumulatively considerable and the cumulative impact would be less than significant.

[7] CAL FIRE, Office of the State Fire Marshall, Wildfire Protection, Accessed on April 23, 2018 at: http://osfm.fire.ca.gov/codedevelopment/wildfireprotection.

[8] CAL FIRE, Very High Fire Hazard Severity Zones in LRA Simi Valley (MAP ID: FHSZL_c56_SimiValley), Accessed at: http://www.fire.ca.gov/fire_prevention/fhsz_maps_ventura on January 22, 2019.

[9] City of Simi Valley, Development Summaries, Accessed on April 19, 2018 at: http://www.simivalley.org/departments/environmental-services/planning-division/documents-applications-and-development-activity/development-summaries

# 4.6 LAND USE AND PLANNING

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street residential project to result in impacts related to land use and planning conflicts or project inconsistencies with adopted land use plans or policies and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts associated with land use and planning, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

## 4.6.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

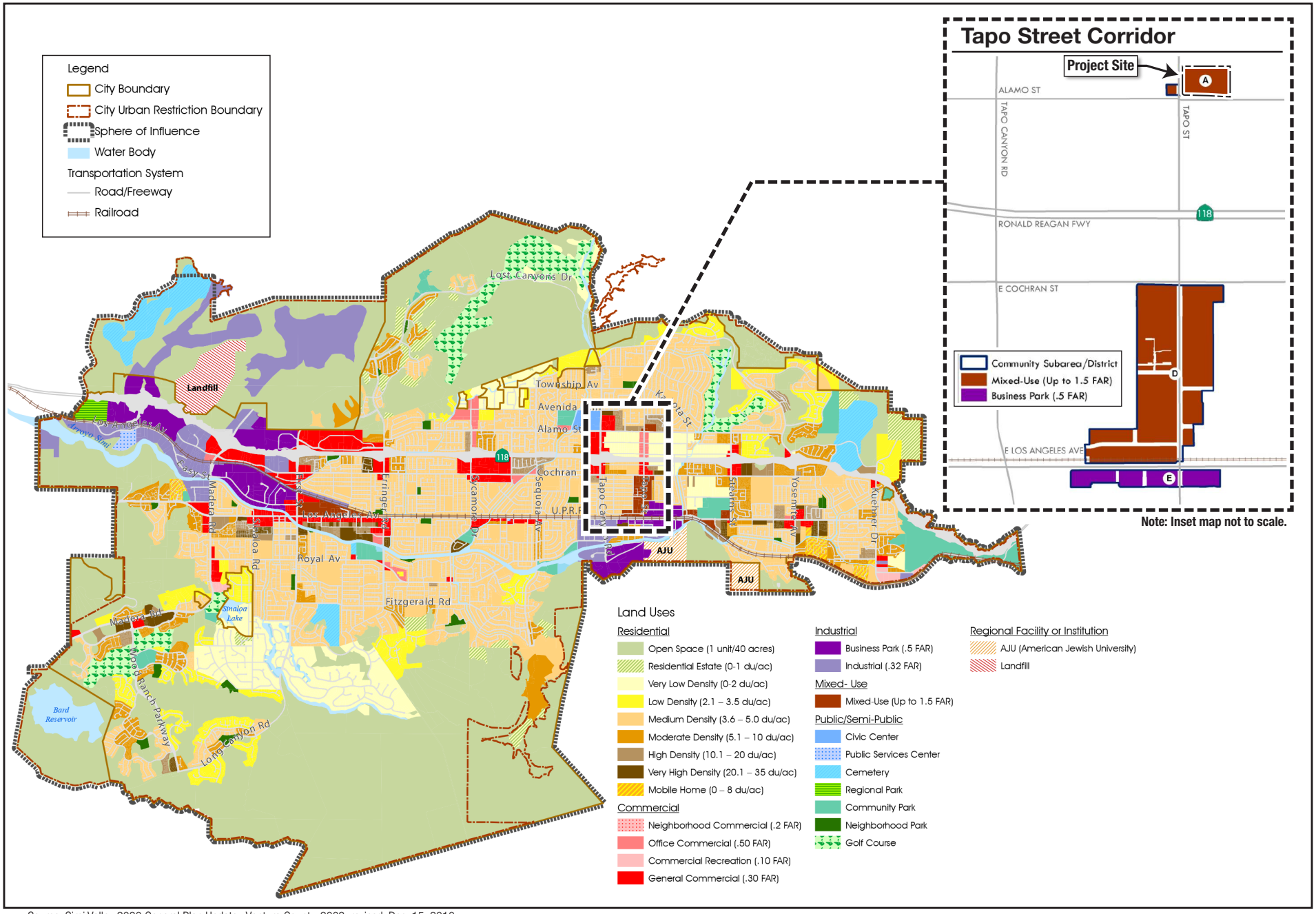
### *Site Overview*

The project site consists of 6.9 acres of land area on the northeast corner of Tapo Street and Alamo Street in incorporated Simi Valley. The project site is located approximately 0.3 miles north of the SR-118 freeway, although the nearest freeway access ramps are located approximately 0.8 miles to the west and 1.3 miles to the east, at Tapo Canyon Road, and Stearns Street, respectively. A Simi Valley Transit bus stop is located on the western boundary of the project site adjacent to Tapo Street.

### *Existing Land Use Designation and Zoning*

As shown in **Figure 4.6-1, General Plan Land Use Designation**, the designated land use for the project site is Mixed-Use. The base zoning for the site is Commercial Planned Development (CPD) Mixed-Use (MU) Overlay District. The project site is located within the Tapo Street Corridor Area A (see Figure 4.6-1 inset), for which the General Plan Policy LU-23.1 encourages the improvement and higher economic use of properties as a series of distinct centers and nodes containing a mix of retail, office, and residential uses. For Area A of the Tapo Street Corridor, the General Plan encourages the following land uses:

- Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
- General Commercial
- Office Commercial
- Very High Density Residential




Source: Simi Valley 2030 General Plan Update. Ventura County, 2003, revised, Dec. 15, 2010.



envicom

# General Plan Land Use Designation

MILES 0 .75 1.5

FIGURE 4.6-1

### *Existing Land Uses*

The project site is currently developed with a commercial/retail center (Belwood Center), consisting of three buildings totaling approximately 77,000 square feet. Additionally, an asphalt-paved parking lot serving the commercial uses occupies a substantial portion of the property. The southwest corner of the property consists of a vacant lot with a dirt surface.

### *Surrounding Land Uses*

The project site is surrounded by existing urban development, consisting of multi-family housing to the east, west, and north, single-family housing to the south, and commercial developments to the west and south.

## Regulatory Setting

### *Federal*

There are no Federal land use and planning regulations that are directly applicable to the proposed project.

### *State*

California State Government Code Section 65302(f)

Section 65302, Part f, of the California State Government Code, mandates that cities and counties prepare a general plan that includes a statement of development policies, as well as text and diagrams that set forth objectives, principles, standards, and plan proposals. Required elements of a general plan include a land use element, circulation element, housing element, conservation element, open space element, noise element, and safety element.[1]

A general plan land use element includes the general distribution, location, and extent of land to be designated for various land uses, including housing, business, industry, and open space, public facilities, and other categories of public and private uses of land. The land use element also provides standards of population density and building intensity recommended for various districts covered by the general plan.

California Government Code Section 65915-65918[2] – The California Density Bonus Law

The State Density Bonus Law was enacted in 1979 and requires jurisdictions to provide applicants with a density bonus and incentives or concessions for the development of affordable housing. A "density bonus" means a density increase over the otherwise maximum allowable gross residential density. Projects proposing a greater percentage of affordable units, are allowed a greater proportional density bonus, up to a maximum density bonus of 35 percent for projects with either 11 percent very-low income units, or 20 percent low income units.[3] To be eligible for a density bonus, incentive, or concession, the applicant is required to enter into an agreement with the City to ensure continued affordability of units for the designated income group(s) for a period of at least 55 years.

[1] California Legislative Information, Authority for and Scope of General Plans, Available at: https://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=GOV&sectionNum=65302. Accessed on May 11, 2018.

[2] California Legislative Information, Chapter 4.3, Density Bonuses and Other Incentives (65915 – 65918), Available at: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=65915&lawCode=GOV. Accessed on May 10, 2018.

[3] Per State law, all density calculations must be rounded up (base density, bonus units and affordable units).

*Concessions and Incentives*

Cities and counties must grant "concessions or incentives" for projects proposing affordable housing units. A concession or incentive is a reduction in site development standards or modifications of zoning/architectural design requirements that result in "identifiable and actual cost reductions to provide for affordable housing". Projects proposing low income affordable units may request one, two, or three concessions or incentives when designating 10, 20, or 30 percent,[4] respectively, for low income housing. Projects proposing very-low income affordable units may request one, two, or three concessions or incentives when designating 5, 10, or 15 percent, respectively, for very-low income housing. Under State law, cities cannot require a General Plan amendment, local coastal plan amendment, zoning change, study or other discretionary approval for granting of incentives. The SVMC Chapter 9-31.020 provides an exclusive list of the concessions/incentives that may be requested pursuant to a density bonus allowance, which include, but are not limited to, up to 20 percent reductions in required setbacks, and up to 20 percent increase in maximum height.

*Waivers of Development Standards*

In addition to requesting incentives and concessions, applicants may request the waiver of an unlimited number of development standards that physically preclude the construction of a project that qualifies for a density bonus or incentive. Development standards are defined in the State law as "site or construction conditions, including, but not limited to, a height limitation, a setback requirement, a floor area ratio, an onsite open-space requirement, or a parking ratio that applies to a residential development pursuant to any ordinance, general plan element, specific plan, charter, or other local condition, law, policy, resolution, or regulation." A proposal for the waiver or reduction of development standards shall neither reduce nor increase the number of incentives or concessions to which the applicant is entitled.

*Parking Standards*

For projects that qualify for a density bonus by providing affordable housing units, the State's Density Bonus Law establishes reduced parking ratio requirements for qualified projects. These reduced parking standards are:

- zero to one bedroom – one on-site parking space;
- two to three bedrooms – two on-site parking spaces; and
- four or more bedrooms – two and one-half on-site parking spaces.

No additional spaces are required for guest parking or handicapped parking, and the spaces provided may be tandem. These parking standards would supersede parking requirements of the SVMC Chapter 9-34 for projects that qualify, and City discretion to impose different parking standards is extremely limited.

*Denial of Requested Bonus, Concession, or Waiver*

Pursuant to California Government Code Section 65915(e)(1):

> "…In no case may a city, county, or city and county apply any development standard that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted by this section. An applicant may submit to a city, county, or city and county a proposal for the waiver or reduction of development standards that will have the effect of physically precluding the construction of a development meeting the criteria of subdivision (b) at the densities or with the concessions or incentives permitted under this section, and may request a meeting with the city, county, or city and county. If a court finds that the refusal to grant a waiver or reduction of development standards

[4] Based on the number of units that would be allowed without a density bonus.

> is in violation of this section, the court shall award the plaintiff reasonable attorney's fees and costs of suit. Nothing in this subdivision shall be interpreted to require a local government to waive or reduce development standards if the waiver or reduction would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon health, safety, or the physical environment, and for which there is no feasible method to satisfactorily mitigate or avoid the specific adverse impact…"

California Government Code, Section 65589.5(d)(2), defines a "specific, adverse impact" as:

> "a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete. Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety."

Per Government Code Section 65915(d)(1) a denial of the requested concessions, incentives, or waivers would require that the City make a written finding, based upon substantial evidence, that:

- The concession or incentive does not result in identifiable and actual cost reductions to provide for affordable housing costs or for rents for the targeted units to be set;
- The concession or incentive would have a specific, adverse impact, as defined in paragraph (2) of subdivision (d) of Section 65589.5, upon public health and safety or the physical environment or on any real property that is listed in the California Register of Historical Resources and for which there is no feasible method to satisfactorily mitigate or avoid the specific, adverse impact without rendering the development unaffordable to low-income and moderate-income households; or
- The concession or incentive would be contrary to state or federal law.

Per Government Code Section 65915(d)(4), the City shall bear the burden of proof for the denial of a requested concession or incentive.

## *Local*

City of Simi Valley General Plan

The City's General Plan is comprised of seven elements, including a Vision and Guiding Principles Element, which provides a framework for planning, to guide the formulation of goals and policies of the General Plan to address the role, character, and quality of the City's built and natural environment. The Guiding Principles direct how and where growth will be distributed throughout the City within the context of natural resource protection and neighborhood conservation.

The Community Development Element of the General Plan includes a Land Use and Community Design section, which provides goals and policies to direct physical development in an efficient and sustainable manner that is compatible with the established character of the community and the protection of its surrounding natural environment. The Land Use Plan conveyed in the Land Use and Community Design Section encourages substantial infill development within the existing footprint of the community's built environment.[5] The Community Development Element of the General Plan also addresses Community Subareas and Districts, and provides policies that "express specific intentions for use, design, character, and implementation that uniquely apply to and differentiate the area." One of the identified community subareas is the Tapo Street Corridor Area A, within which the project site is located, and Policy LU-23.1 provides specific guidelines for development within this subarea as follows:

[5] City of Simi Valley, Simi Valley General Plan, Chapter 3, Community Development, June 2012.

> Policy LU-23.1 Mixed-Use Development. Encourage the improvement and higher economic use of properties along the Tapo Street corridor as a series of distinct centers and nodes containing a mix of retail, office, and residential uses, as follows:
>
> Area A (Tapo Street Corridor)
> - Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
> - General Commercial
> - Office Commercial
> - Very High Density Residential
>
> Any land use listed for each subarea may be developed within that area. Refer to Land Use Element, Section 5 (Land Use Designations) for description of land use categories and permitted development densities (units per acre) and floor area ratio (FAR) for each specified land use category.

The General Plan also addresses the development of Mixed-Use Corridors and Districts, including Policy LU-19.1 Land Use Mix.

> LU-19.1 Land Use Mix. Allow for mixed-use districts that integrate housing with retail, office, entertainment, and public uses where the housing may be developed on the upper floors of multi- use buildings or located in stand-alone buildings on the project site.

The City's General Plan Chapter 4: Housing includes an evaluation of opportunities that will further the development of new housing, and provides goals and policies to address the City's housing needs. The Housing Element identifies Opportunity Areas for infill and intensification of development where properties are occupied with economically or physically obsolete development, or vacant lots. One of the identified Opportunity Areas is the Tapo Street Corridor A, which includes the proposed project site. According to the Housing Element, the City's current General Plan significantly expanded the potential for higher intensity uses in the Opportunity Areas by creating a Mixed Use overlay and a Very High Density Residential category that also allow up to 35 dwelling units per acre.[6] According to the Chapter 4 of the General Plan, "The Land Use Element indicates that building heights for Very High Density development (up to 50 units per acre with a density bonus) are intended for structures of three or more stories. The expectation is that affordable housing projects over three stories or 40 feet in height can request a concession from the Development Code requirement to exceed the height limit of three stories or 40 feet."[7]

City of Simi Valley Municipal Code

The Simi Valley Municipal Code (SVMC), Titles 8 and 9, include building and development standards, such as green building standards, allowable land uses, building heights, setbacks, and floor to area ratios, that apply to the project. In addition, the SVMC includes the City's Density Bonus/Affordable Housing Provisions, which align with the State's Density Bonus requirements.

The Development Code (Title 9) is the primary tool used by the City to execute the goals and policies of the General Plan. The Development Code is intended to be consistent with the General Plan, and that any land use, subdivision, or development approved in compliance with the Development Code will also be consistent with the General Plan. The building and development standards that apply to the project site and that are relevant to the land use and planning analysis are described below.

[6] City of Simi Valley, Simi Valley General Plan, Chapter 3, Community Development, June 2012.
[7] Simi Valley General Plan, Chapter 4: Housing, June 2012. Page 4-53.

*Chapter 9-28.080 - Mixed-Use (MU) Overlay District*

The Mixed-Use Overlay allows for properties to be developed with commercial retail or offices uses on the ground floor and housing on the second floor or above; for a mix of differing land uses to be distributed horizontally on a site; or for a single land use, as designated on the Community Subareas and Districts Maps. As defined in Chapter 9-28.080, development within Tapo Street Corridor Area A may consist of:

- Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors
- General Commercial
- Office Commercial
- Very High Density Residential

Although Chapter 9-28.080, which describes the City's Mixed-Use (MU) Overlay District designation, states that properties that are developed for a mixture of commercial and residential uses (rather than a single-use development) must meet the standards for the Mixed-Use Overlay District; it also states that single-use developments must meet development standards prescribed for that land use type (i.e., commercial retail development must meet all required commercial development standards).

*Chapter 9-31, Density Bonus/Affordable Housing Provisions*

The City has adopted the State Density Bonus Law, which is codified in SVMC Title, Article 9, Chapter 9-31. The City is required to grant a density bonus, concessions and incentives, and waivers for housing developments that provide affordable housing as specified by State law. As stipulated by the State law, when calculating the number of permitted bonus or affordable units, any calculations resulting in fractional units must be rounded to the next larger whole number. The percentage of affordable units that a project must provide to qualify for a density bonus is calculated based on the number of units allowable for a site prior to the addition of any density bonus units.

*Chapter 9-34, Parking and Loading Standards*

As stated above regarding the State's Density Bonus Law, for residential projects that qualify for a density bonus by providing affordable housing units, California Government Code Section 65915-65918 establishes reduced parking ratios that supersede parking requirements for residential units in the mixed-use district provided in Table 4.3 of Section 9-44.105 of the SVMC, and City discretion to impose different parking standards is extremely limited. Therefore, with confirmed eligibility for the requested density bonus, parking standards established by the SVMC Chapter 9-34 regarding the provision of parking spaces would not apply to the residential portion of the proposed project. SVMC Section 9-34.060 specifies that general commercial uses are required to provide one space per 250 square feet of gross floor area. SVMC requirements for the provision of handicapped parking spaces, and bicycle parking facilities are specified in Section 9-34.070 - Miscellaneous Provisions.

*Chapter 9-44 - Standards for Specific Land Uses*

Mixed-Use Overlay District Standards for development are specified in SVMC Section 9-44.105, which includes, but is not limited to:

- Residential density. The allowed residential density is 20.1 to 35 units per acre.
- Residential Setbacks. Residential setbacks shall meet the requirements in Section 9-24.050 for Residential Very High (RVH) developments. RVH setbacks that are typically required are 20 feet for the front yard, 10 feet for the side yard and street side, and 20 feet for the rear yard.
- Non-residential Setbacks: Commercial setbacks shall meet the requirements in Section 9-26.040

depending on the underlying zoning district and the type of development proposed. Commercial Planned Development (CPD) setbacks that are typically required are 20 feet for structures more than 20 feet in height, plus one additional foot for each foot or portion thereof by which the structure exceeds 20 feet in height for the front yard and street sides; and for the sides and rear yard, no setback is required unless the commercial use is located adjacent to a residentially zoned parcel. In those cases, the setback shall be 20 feet, plus one additional foot for each foot or portion thereof by which the structure exceeds 20 feet in height.

- Height Limit. Primary structures shall be limited to 55 feet and four stories.
- Residential Private Open Space. Residential private open space shall be provided at a ratio of a minimum of 100 square feet per dwelling unit and must have a minimum dimension of seven feet.
- Residential Common Recreation Areas. Residential common areas for active recreation, such as pools, recreation rooms, playgrounds, etc., and/or for passive recreation, such as picnic tables and barbeque areas, shall be provided at a ratio of a minimum of 100 square feet per dwelling unit. Non-senior projects containing 25 or more residential units shall provide a tot lot with a minimum of 500 square feet of area and containing at a minimum: play equipment including climbing and sliding equipment; seating; and one, 48-inch box shade tree or a shade structure over the seating area. Residential common recreation areas can be outdoors or indoors.
- Pursuant to Section 9-44.105B Mixed-Use Overlay District Site Planning Requirements, the following minimum standards must be implemented for all new or modified developments within the Mixed-Use Overlay District:

    1. Percentage of project as residential uses. A minimum of 50% of the project's floor area must be developed and maintained as residential uses.
    2. Percentage of project as commercial uses. A minimum of 25% of the project's floor area must be developed and maintained as commercial uses.
    3. Ground floor uses. Only commercial uses are permitted on the ground floor of buildings fronting an arterial street. Residential units are permitted on the ground floor of buildings fronting non-arterial and internal streets and driveways.

Additional development standards that apply to the Mixed-Use Overlay District include landscaping requirements and parking requirements. As stated above, projects that are eligible for an affordable housing density bonus under State law may request concessions and waivers of development standards, and as such, development standards of the SVMC would not apply if such waivers were found to be necessary to be granted.

## 4.6.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to land use and planning is analyzed in relation to the thresholds below, as established in the State CEQA Guidelines, Appendix G. The proposed project would result in a significant impact if it would:

- Physically divide an established community; or
- Conflict with any applicable land use plan, policy, or regulation of the City (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect; or
- Conflict with any applicable habitat conservation plan or natural community conservation plan.

The project proposes to redevelop an approximately 6.9-acre infill property currently occupied by a commercial shopping center, which is surrounded by existing residential and commercial development. The

project would construct a residential apartment building and retain a portion of the existing commercial use. As such, the project would not physically divide an established community. No impact would occur and no mitigation measures are required. No further evaluation of this topic in the EIR is required.

In addition, the City is not located within an area covered by an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plans.[8] Therefore, the project would not conflict with the provisions of adopted applicable conservation plans. No impact would occur and no mitigation measures are required. No further evaluation of this topic in the EIR is required.

Therefore, the following evaluation of the project's potential to result in environmental impacts related to land use and planning will only consider the significance of the potential to conflict with any applicable land use plan, policy, or regulation of the City (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.

## 4.6.3 Project Impacts and Mitigation Measures

The focus of this section is the project's consistency with land use and planning plans and policies that have been adopted for the purpose of avoiding or mitigating an environmental effect. This land use and planning analysis addresses the consistency of the project with adopted plans, policies, and regulations that govern land uses and environmental resources at the project site and its surrounding area. Plan, policy, and regulatory consistency is determined through a review of the planning documents and policies applicable to the proposed project and the project site. A project is generally found to be consistent with a policy or regulatory plan or program if it would further the implementation of the stated objectives, goals, or policies of applicable planning documents and not impede them to any substantive degree. To aid in the determination of significance, the analysis considers whether potential inconsistency with a policy or regulatory plan or program would result in an identifiable physical, or environmental, impact.

### Impact LU-1: Consistency with Land Use Plans, Policies, and Regulations

The project would result in a potentially significant impact if it would conflict with any applicable land use plan, policy, or regulation of the State, region, or City (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. The proposed project does not meet the criteria to be deemed of statewide, regional, or areawide significance as defined in Section 15206 of the CEQA Guidelines. As such, an evaluation of consistency with regional plans would not be warranted. However, as a density bonus is requested pursuant to the State's Density Bonus Law, the following evaluation will include a discussion of the proposed project's consistency with the state-mandated affordable housing density bonus, concessions, waivers, and reduced parking allowances.

#### *The California Density Bonus Law*

As described in Regulatory Setting, California Government Code Chapter 4.3 Density Bonuses and Other Incentives (Sections 65915-65918) provides regulations regarding density bonuses for developments proposing affordable housing units, as well as incentives or concessions, waivers of development standards, and parking ratios as described above.

[8] City of Simi Valley, Simi Valley General Plan Final EIR, Volume I, Chapter 4.4, Biological Resources, June 2012.

Density Bonus Units Allowance

The project proposes to consolidate the existing six parcels of the site into two parcels, consisting of 5.87 acres for residential use, and 1.01 acres for commercial use. The 1.01-acre commercial use parcel is not considered in determining the allowable residential density or density bonus. As such, the City's determination of the number of additional units that State and local laws would allow an applicant proposing to provide affordable housing to develop on the site is based on a parcel size of 5.87 acres. The property is zoned Commercial Planned Development (CPD) with a Mixed Use (MU) Overlay District.

The project proposes to develop the 5.87-acre parcel as a 100 percent residential project in accordance with Residential Very High (RVH) standards. Under the RVH standards of 35 units per acre, the 5.87-acre parcel can contain 206 units without a density bonus request. The applicant proposes to designate 75 units for low-income and, 8 units for very low-income eligible residents, which would exceed 30 percent of the total units allowed by RVH standards. For projects that provide 30 percent of the total allowable units for low income affordable housing, State law requires the City to allow up to a 35 percent density bonus (CGC 65915; SVMC 9-31.020), which for this project would allow an additional 73 dwelling units, for a total of 279 allowable residential units with the applicable density bonus. The project's total proposed residential unit count of 278 would be within the allowable density pursuant to the state-mandated density bonus allowances. Therefore, the project has been designed to be consistent with the allowable density for the site based on the density bonus allowance and the percentage of affordable units proposed.

Concessions and Incentives

A qualifying affordable housing development is entitled to one to three density bonus concessions depending on the affordability of the project per State law and the SVMC. The applicant is requesting one concession in building height as provided in SVMC 9-31.020.B.2.b, that allows a request of up to a 20 percent increase in maximum building height. In the RVH zone, the maximum height is three stories and 40 feet. A 20 percent increase would allow up to 57.6 feet in height. The building has been designed at a height including the tower elements of 53.6 to 55 feet, which would not exceed the overall height of the allowable height concession. The proposed building height of 55 feet also meets the maximum height restrictions of the underlying CPD (MU) zoning standards of the overlay district

SVMC 9-44.105.C allows maximum heights for primary structures in the Mixed-Use Overlay District of 55 feet and four stories. The Housing Element of the General Plan Mixed Use Overlay Height Limits discussion anticipated that affordable housing projects over three stories or 40 feet in height can request a concession from the Development Code requirement to exceed the height limit of three stories or 40 feet. Also, the Development Code allows the height limit to be exceeded subject to the approval of a Conditional Use Permit. Granting of the requested height waiver would not exceed the maximum height allowable on the site by the underlying zoning standards, and similar requests for concessions regarding building heights in Mixed Use Overlay Districts were anticipated in the General Plan.

Waivers

As allowed by the State's Density Bonus Law, the applicant is entitled to the waiver or reduction of development standards that will have the effect of physically precluding the construction of the project at the allowable densities with the bonus increases, or with the permitted concessions or incentives. This entitles them to ask for an unlimited quantity of waivers of development code standards. The project applicant has requested waivers for development standards related to the following issues:

- Floor Area Ratio
- Retain non-conforming Aspects of Commercial Lot Landscaping
- Height Limit/Stories

- Street Side Setback
- Front Setback
- Parking Structure on an Arterial and on the Ground Floor (two development code standards)
- Ground Floor Commercial
- Residential Private Open Space
- Driveway Location/Separation on Arterial

The development standard waivers have been requested by the applicant to allow for development of the proposed project with affordable housing density bonuses.

Parking Ratios

State law Section 65915(p)(1) requires that the City shall not require a vehicular parking ratio, inclusive of handicapped and guest parking, of a development meeting the affordable housing density bonus criteria that exceeds the following ratios:

- Zero to one bedroom: one onsite parking space
- Two to three bedrooms: two onsite parking spaces.
- Four and more bedrooms: two and one-half parking spaces

In addition, the State allows for parking to be provided in tandem and uncovered spaces (CGC 65915(p)(4)), and for handicap, electric vehicle, guest and other parking requirements to be met within these totals

State law requires the City to accept this alternative parking arrangement, which differs from SVMC standards that would apply if the project were not providing affordable housing units. Based on the proposed units and bedroom counts, **Table 4.6-1, Residential Parking Requirements with Density Bonus** shows the project's required residential parking provision pursuant to State Law Section 65915(p)(1).

**Table 4.6-1**
**Residential Parking Requirements with State Density Bonus**

| Proposed Apartment Units | Number of Units | Required Parking per Unit | Required Parking Spaces |
|---|---|---|---|
| 2-Bedroom | 142 | 2 | 284 |
| 3-Bedroom | 89 | 2 | 178 |
| 4-Bedroom | 47 | 2.5 | 117.5 |
| | | **Total Resident Parking Required** | **580** |

In addition, pursuant to City parking standards, the project would be required to provide 23 parking spaces associated with the leasing office use, and 33 parking spaces associated with the commercial use. The project has been designed with a total of 611 parking spaces for the residential structure (residents and leasing office), and 33 parking spaces for the commercial use, for a total of 644 parking spaces to be provided onsite, which would be consistent with the state-mandated residential parking standards, and City-required parking standards for non-residential uses.

### *City Municipal Code*

The City has determined that as the commercial component of the proposed mixed-use project would be less than 25 percent of the overall project, and is horizontally distributed, the proposed project does not

meet the minimum standards of the Municipal Code that must be implemented for all new or modified developments within the Mixed-Use Overlay District.

As stated above, the only specified configuration for a mixed-use development within the Tapo Street Corridor Area A pursuant to Municipal Code Section 9-28.080 is a "vertical mixed-use development, with commercial on the ground floor and residential on the upper floors". The proposed project's horizontal distribution of commercial and residential uses within the site would not be consistent with the specified allowable configuration of a mixed-use development on this property within the Mixed-Use Overlay District as expressed in in the Municipal Code.

Additionally, as stated above, the minimum standards for development within the project site pursuant to Municipal Code Section 9-44.105B Mixed-Use Overlay District Site Planning Requirements, a minimum of 25 percent of a project's floor area must be developed and maintained as commercial uses within the Mixed-Use Overlay District. The proposed project's commercial floor space of 8,100 square feet would not be at least 25 percent of the overall project floor area as currently designed, which would be inconsistent with Section 9-44.105B of the Municipal Code.

These inconsistencies with the Municipal Code specifications for development within the Mixed-Use Overlay District would not result in significant environmental impacts. The City decision makers will make a determination on whether to approve requested waivers of certain standards pursuant to local and State affordable housing density bonus requirements in considering the proposed project application.

### *City of Simi Valley General Plan*

Vision and Guiding Principles: A Framework for Planning

The Vision and Guiding Principles provided the framework for development of the City's General Plan Land Use Plan goals and policies of the Community Development Element. Therefore, project consistency with the Vision is analyzed in the context of the project's consistency with the Land Use Section of the Community Development Element, which is evaluated in detail below.

Community Development Element – Land Use and Community Design Section

The project site is located within the Tapo Street Corridor Area A, which the General Plan designates as General Commercial Mixed Use Overlay. **Table 4.6-2, Project Consistency with Applicable General Plan Land Use Policie**s, provides an analysis of the project's consistency with the City's Land Use Plan policies that apply to the project site and proposed project.

The project would provide a total of 278 residential units. The proposed project's inclusion of 75 low-income units, and eight very low-income units meets the State and City criteria for a density bonus of 35 percent over the allowable 206 dwelling units for very high density residential use on the site, as well as associated concessions, and waivers. The proposed project is therefore consistent with the allowable density for the site, pursuant to state-mandated density bonus allowances for the provision of affordable housing units, as well as Chapter 9-31of the SVMC.

**Table 4.6-2**
**Project Consistency with Applicable General Plan Land Use Policies**

| Land Use Goals and Policies | Consistency Analysis |
|---|---|
| **Growth and Change** | |
| ***Goal LU-1, Growth and Change*** | |
| **Policy LU-1.1 Building Intensity and Population Density.** Accommodate the densities and intensities of land use development in accordance with the designations and standards of the SVMC. Development shall not exceed 58,438 housing units, 8,764,000 square feet of retail, 7,642,000 square feet of office uses, 5,743,000 square feet of business park uses, and 12,134,000 square feet of industrial uses. | **Consistent.** The proposed project would construct 278 apartment units, which would not exceed the overall Citywide designations and standards of the SVMC. The General Plan anticipated development of the Tapo Corridor Area A with up to 50 dwelling units per acre (with density bonuses). The project would not increase commercial retail space. |
| **Policy LU-1.2 Development Location.** Limit development to lands within the Simi Valley City Urban Restriction Boundary (CURB), as shown in Figure LU-1, thereby protecting existing agriculture, open space, viewsheds, wildlife, and watersheds surrounding the City from development impacts and limiting urban sprawl. | **Consistent**. The project would redevelop an infill site well within the City Urban Restriction Boundary (CURB), thereby protecting existing agriculture, open space, viewsheds, wildlife and watersheds surrounding the City from development impacts and limiting urban sprawl. |
| **Policy LU-1.3** Development Priorities. Prioritize future growth as infill and redevelopment of existing developed areas re-using and, where appropriate, intensifying development of vacant and underutilized properties within the CURB. Allow for growth on the immediate periphery of existing development in limited designated areas, where this is guided by standards to assure seamless integration and connectivity with adjoining areas and open spaces. | **Consistent.** The project would redevelop an infill site within the CURB, which is currently occupied by a vacant lot and an underutilized commercial shopping center, which contains several vacant commercial spaces. |
| **Citywide Land Use and Urban Design** | |
| ***Goal LU-2, Land Use Diversity and Choices for Residents*** | |
| **Policy LU-2.1 Housing.** Provide opportunities for a full range of housing types, locations, and densities to address the community's fair share of regional housing needs and to provide market support to economically sustain commercial land uses in Simi Valley. The mix, density, size, and location of housing shall be determined based on the projected needs specified in the Housing Element, as amended periodically. | **Consistent.** The proposed project would construct apartment housing with 30 percent of the allowed units designated as affordable units for low and very low-income housing to qualify for a density bonus. |
| **Policy LU-2.2 Retail Services.** Provide for, and encourage, the development of a broad range of uses in Simi Valley's commercial centers and corridors that reduce the need to travel to adjoining communities, and which subsequently capture a greater share of local spending. | **Consistent.** The project would retain an 8,100 square-foot portion of the existing underutilized shopping center to continue operations as a commercial use. Future residents of the project, as well as adjacent residents could use the retained commercial use component of the project, reducing the need to travel to adjoining communities. |
| **Policy LU-2.3 Employment Opportunities.** Provide for a broad spectrum of land uses that offer | **Consistent.** The project proposes to retain a portion of the existing underutilized commercial center that |

| Land Use Goals and Policies | Consistency Analysis |
|---|---|
| job opportunities for Simi Valley's residents, including commercial, office, industrial, and business parks. | occupies the site, and would construct a residential use apartment building on the site. |
| ***Goal LU-3, City Structure and Form*** | |
| **Policy LU-3.1 Primary Contributor to Urban Form.** Locate and design development to respect Simi Valley's environmental setting, concentrating development on the valley floor and configuring development to respect hillside slopes, topographic contours, and drainage corridors, when located in hillside areas. | **Consistent.** The project would redevelop an infill site on the valley floor. Additionally, the project site is relatively flat with little topographic variation, contains no drainage corridors, and is not located within a hillside area. |
| **Policy LU-3.2 Citywide Development Pattern.** Provide for an overall pattern of land uses that promotes efficient development; minimizes the impact of traffic congestion; reduces transportation distances, energy consumption, air pollution, and greenhouse gas emissions; ensures compatibility between uses; protects the natural hillsides, major watercourses, and trees; enhances community livability and public health; and sustains economic vitality. | **Consistent.** The project would redevelop an infill site currently occupied by an underutilized commercial shopping center and vacant lot, with a 278-unit residential apartment building, and retain and remodel 8,100 sf of the existing commercial space. The project would restrict 30 percent of units allowed by the Very High Density designation for low- and very-low income. The project would retain an existing bus stop at the site perimeter, and retain/improve sidewalks along the street frontages.<br><br>The project site is not located within, and does not contain natural hillside areas, water courses, or native trees. Providing housing in an infill site would avoid adding to urban sprawl at the urban fringe. Infill development generally reduces transportation distances, air pollution/greenhouse gases. As evaluated in this EIR, the project would not result in or substantially contribute to significant traffic congestion. |
| **Policy LU-3.4 Organization of Places.** Maintain a development pattern of distinct residential neighborhoods oriented around parks, schools, and community meeting facilities that are connected with neighborhood-serving businesses. Provide business park/employment uses in centers and along the freeway corridor to minimize traffic congestion. | **Consistent.** The project would construct residential units within a site located within less than two miles from existing schools and parks that would serve the project. Additionally, the project would provide onsite meeting facilities for use by project residents, including recreational open space recreation areas and a community room. The project does not propose a business park, and the commercial component of the project consists of a portion of an existing commercial development that would be retained. |
| **Policy LU-3.5 Development Scale.** Encourage development on the valley floor to retain its low suburban profile. Limit structures taller than two stories to major commercial or industrial areas, mixed-use developments, or very high-density residential uses so as not to adversely impact the primary or daily activities of nearby residents. | **Consistent.** The proposed four-story residential building would introduce a structure taller than two stories on the valley floor. However, it would be constructed on a site within the Tapo Street Corridor – Area A, that allows development of mixed-use and very high-density residential uses, and is consistent with the maximum allowable height for the property. |

| Land Use Goals and Policies | Consistency Analysis |
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| **Policy LU-3.6 Building Scale and Design.** Encourage the development of buildings whose scale and ground floor elevations and exterior spaces are designed to relate to and encourage pedestrian activity. | **Inconsistent.** The project would retain and remodel a portion of the existing commercial use as a stand-alone building along Tapo Street, with pedestrian access via an adjacent sidewalk that would extend along the entire street frontage of the proposed residential building as well. The ground floor of the proposed new structure would primarily consist of a parking garage and would not include ground floor exterior spaces or uses that encourage pedestrian activity in the project vicinity. |
| **Policy LU-3.7 Building Relationship to Public Places.** Require buildings in principal commercial and mixed-use districts to be oriented toward the public realm through such features as location, incorporation of windows, avoidance of blank walls, articulation of building elevations fronting sidewalks and public spaces, and location of parking to the rear, side, or underground, as appropriate while minimizing parking in front of buildings. Priority shall be placed on locating parking underground or in structures. | **Consistent.** The project would be oriented toward the adjacent streets, at the intersection of Tapo and Alamo Street. The project site plan places the proposed residential structure closer to the adjacent roadways to provide additional setback distances from neighboring developments to the north and east. The commercial portion of the project would be oriented toward Tapo Street in the northwest corner of the project site. The residential parking would be within the structure, and to the rear and sides of the building. Some parking spaces in front of the commercial use component would be retained along Tapo Street; however, this is an existing condition. Parking in front of buildings would be minimized for the overall project. |
| ***Goal LU-4, Development Shaped by Environmental Setting*** | |
| **Policy LU-4.8 Architecture and Building Design**. Design buildings to be architecturally integrated into the terrain and blend with the natural environment. | **Consistent.** The proposed project would redevelop an infill, relatively flat site, currently occupied by an existing underutilized commercial shopping center. The surrounding environment is fully developed with existing residential and commercial structures, and landscaping trees and shrubs. As such, the surrounding environment consists of urban/suburban uses rather than a natural environment. |
| ***Goal LU-5, Land Use Compatibility*** | |
| **Policy LU-5.1 Development Compatibility.** Locate and design development to assure compatibility among land uses, addressing such elements as building orientation and setbacks, buffering, visibility and privacy, automobile and truck access, impacts of noise and lighting, landscape quality, and aesthetics. | **Consistent.** To provide a buffer between the proposed building and adjacent residential development to the north and east, the residential structure has been oriented along the frontages of Tapo and Alamo Streets. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. The existing commercial use on the site currently allows automobile and truck access, including a loading dock near the northern perimeter of the site (currently not in use). The proposed project would not require, nor include a truck loading dock to service the commercial use to be retained. Lighting |

| Land Use Goals and Policies | Consistency Analysis |
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| | would be consistent with City code requirements for safety as well as limiting light trespass. The project frontage, as well as open space areas of the second floor would be landscaped. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. |
| **Policy LU-5.2 Development Transitions.** Incorporate transitions of development mass and building heights where districts with differing permitted densities and intensities are located adjacent to one another. | **Consistent.** The project would construct a four-story multi-family residential structure consistent with the allowable height for the project site and would be consistent with the with the allowable land use for the site. See Section 4.1, Aesthetics for discussion and details of distances and height differences between the proposed structure and existing two-story multi-family residential buildings on abutting properties to the north and east. Development to the west of the project site across Tapo Street also includes two-story multi-family residential uses as well as commercial uses, and development south of the project includes a commercial retail structure and single-story single-family homes located across Alamo street from the project site. The project provides landscaped open space areas along the perimeter of the second floor, providing articulation of the building's upper floors, with approximately 50 percent of the upper three floors along Alamo Street stepped back approximately 70-80 feet from the ground floor garage level. Similar open space areas provide such additional distance from adjacent residential uses along portions of the east and north sides of the building. Additionally, the building has been sited to provide a buffer distance of over 100 feet between the ground floor level and adjacent two-story residences near Tapo and Alamo Streets, and approximately 180 feet of separation between the proposed structure and single-story residences along Alamo Street. The shortest distance between the proposed structure and an existing residence would be approximately 80 feet at the northeast corner of the project site. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |

| Land Use Goals and Policies | Consistency Analysis |
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| **Policy LU-5.3 Residential Neighborhood Character**. Respect the scale and character of the land uses and architecture within the neighborhoods when considering new development and renovation of buildings in existing neighborhoods. | **Consistent.** The proposed project site is currently occupied by a one-story commercial/retail center located adjacent to existing one- and two-story residential uses. The scale, character, land use, and architecture of the proposed four-story building would be consistent with the designated land use and allowable height for the site, and would respect the scale and character of existing neighborhoods by incorporating extensive articulation of the upper three floors. The project massing would be reduced by stepping back approximately 50% of the upper three levels along Alamo Street approximately 70 to 80 feet from the ground floor level façade, and incorporating landscaping within those open spaces on the second level. See discussion of Policy LU-5.2 regarding provision of buffers and articulations to provide transitions in height and massing effects. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |
| **Policy LU-5.4 Integration of Nonresidential Uses in Neighborhoods**. Buffer different land uses within a neighborhood from one another by walls, fences, and landscaped greenbelts. | **Consistent.** The project does not propose to introduce new non-residential uses in neighborhoods, as the commercial component of the project is an existing land use that would be retained. The project would include landscaped areas along the street frontage. Existing landscaping trees on adjacent properties along the northern and eastern boundaries border the site. The project would provide new, or repaired walls along the project site boundary, trees and vines along the site perimeter, landscape trees in planters within the project's exterior parking areas, and landscaping to visually screen transformers or other utility improvements. The landscaping would buffer the project site from others within the site vicinity. |
| **Policy LU-5.5 Development Adjacent to Single-Story Buildings.** Locate single-story structures or extensive setbacks on the periphery of new development that is adjacent to existing single-story residential structures. | **Consistent.** See the Policy LU-5.2 and LU-5.3 discussion above regarding height differences and buffer distances from existing residential buildings on abutting properties to the north and east, and single-story residences located south of Alamo Street, and features to reduce massing. This includes extensive articulation on the periphery, including along Alamo Street, with approximately 50% of the upper three levels stepped back from the periphery of |

| Land Use Goals and Policies | Consistency Analysis |
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| | the structure approximately 70 to 80 feet along the roadway. As such, approximately one-half of the periphery of the structure along Alamo Street would consist of the ground level only, with landscaped open spaces above. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |
| **Policy LU-5.6 Residential Privacy.** Respect the privacy of existing residents in the design of new development that abuts existing residential neighborhoods. | **Consistent.** The project's landscaping plan would provide street level landscaping trees and shrubs along the street frontages, which would provide partial visual screening of the garage level of the building, and blend with the existing landscaping along adjacent development areas to provide privacy for existing residents. Existing trees on adjacent properties along the perimeter of the project site to the north and east would continue to provide visual screening of the project site from those multi-family complexes. |
| **Policy LU-5.7 Minimization of Noise Impacts.** Protect noise-sensitive uses from the impacts of noise-generating sources by setbacks, building orientation, insulation, or other suitable techniques that maintain interior noise levels specified by the Safety and Noise Element. | **Consistent.** The commercial building would include a parapet constructed around the rooftop air conditioning equipment to meet the City's noise requirements associated with stationary mechanical noise sources. |
| **Policy LU-5.8 Lighting Impacts.** Design, locate, and direct lighting and signs so that they do not result in excessive spillover, illumination, and glare for adjacent uses. | **Consistent.** The proposed project would include exterior lighting for safety along the street frontage areas, and along the perimeter driveway and parking areas of the site. The project's outdoor areas, located above the parking garage level would also likely include lighting. The project's exterior lighting would be required to comply with City standards for downward facing fixtures of low intensity with screening to prevent light spillover onto adjacent properties. |
| **Policy LU-5.10 Roof Equipment.** Screen all roof equipment from view from adjacent parcels and rights-of-way, especially the freeway and elevated overpasses, by means that are architecturally integrated into the structure, where practical. | **Consistent.** The project would include a parapet constructed around the rooftop air conditioning equipment and would screen equipment from the view of adjacent parcels. |
| ***Goal LU-6, Open Spaces*** | |
| **Policy LU-6.2 Mature Trees.** Continue to sustain mature trees, which are an integral part of the City's character. | **Consistent.** Existing landscaping trees on adjacent properties along the northern and eastern boundaries border the project site. The project's landscaping plan would provide trees planted within the exterior |

| Land Use Goals and Policies | Consistency Analysis |
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| | parking area and the site perimeter, as well as within the proposed open space courtyard areas of the second level of the proposed structure. |
| **Policy LU-6.4 Night Sky.** Reduce the impacts of ambient outdoor lighting on the darkness of the night sky. | **Consistent.** The project would redevelop an infill site that is surrounded by existing urban development with associated lighting sources including pole-mounted street lighting throughout residential neighborhoods and commercial districts, and exterior lighting sources for residential and commercial use security, commercial use signage, and freeway traffic vehicle lights. Under existing conditions, the project site is occupied by a commercial center and associated parking lot with pole-mounted lighting for security. The proposed project would be required to meet City requirements to minimize lighting impacts through the use of low intensity directional lighting and screening to minimize light spillover and glare onto residential neighborhoods. Compliance with City standards to control potential lighting impacts to adjacent sensitive uses would also serve to preserve night sky views, to the extent that they are currently available, through control of outdoor lighting. The project does not propose development beyond the CURB boundary, and therefore would not extend urban sprawl or introduce night lighting into areas not currently subject to substantial urban lighting effects. |
| ***Goal LU-7, Viewsheds*** | |
| **Policy LU-7.2 Development in View Corridors.** Design structures and site improvements constructed in highly visible locations to minimize their impacts on natural vistas. | **Consistent.** The project site is not in a highly visible location that affects natural vistas. For motorists along either adjacent roadway corridor, the project would briefly interrupt views of distant ridgelines as one passes by the project site. This is common on the valley floor areas of the City, as distant hillsides and ridges may be visible intermittently. The project site does not constitute a highly visible location within a scenic vista, and is not a particularly advantageous location from which to view a scenic vista. Therefore the site would not substantially impact natural vistas. |
| ***Goal LU-8, City Sustained and Renewed*** | |
| **Policy LU-8.2 Sustainable Building Practices.** Promote sustainable building practices that utilize architectural design features, materials, interior fixtures and finishes, and construction techniques to reduce energy and water consumption, human exposure to toxic and chemical pollution, and disposal of waste materials. | **Consistent.** The project would be required to implement sustainable building practices pursuant to current State and City building codes as well as the California Green Building Code's mandatory requirements. These codes provide standards for building design, materials, fixtures, and construction techniques to reduce energy and water use and disposal of waste materials. |

| Land Use Goals and Policies | Consistency Analysis |
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| **Policy LU-8.3 Existing Structure Reuse.** Encourage the retention, adaptive reuse, and renovation of existing buildings with "green" building technologies and standards. | **Inconsistent.** The building would retain, remodel, and reuse 8,100 square feet of the existing commercial structure on the site; however, the remainder of the existing commercial center would be demolished. |
| **Policy LU-8.4 Sustainable Land Development Practices.** Promote land development practices that reduce energy and water consumption, pollution, greenhouse gas emissions, and disposal of waste materials incorporating such techniques as:<br>• Concentration of uses and design of development to promote walking and use of public transit in lieu of the automobile<br>• Capture and reuse of stormwater on-site for irrigation<br>• Management of wastewater and use of recycled water, including encouraging the use of grey water<br>• Orientation of buildings to maximize opportunities for solar energy use, daylighting, and ventilation<br>• Use of landscapes that protect native soil, conserve water, provide for wildlife, reduce green waste, and reduce the risk of wildfires<br>• Use of permeable paving materials or reduction of paved surfaces<br>• Shading of surface parking, walkways, and plazas<br>• Recycling and/or salvaging for reuse of construction and demolition debris | **Consistent.** The project would redevelop an infill site currently occupied by an underutilized commercial use and a vacant lot. The proposed infill development at the allowable very high density for residential uses, as well as retaining a commercial component on the site, would concentrate uses within an existing developed area. The site would retain an existing bus stop at the site's frontage, to promote use of public transit. The project would be required to comply with applicable requirements regarding stormwater capture on-site, diversion of construction/demolition debris for recycling, and compliance with the State's Green Building Code requirements for materials and fixtures for efficient energy and water use. |
| **Policy LU-8.5 Revitalization of Obsolete and Underused Properties.** Encourage use of redevelopment tools such as the consolidation of small parcels, joint public-private partnerships, and land clearance and resale, to facilitate revitalization of underused and obsolete commercial and industrial properties. | **Consistent.** The project would redevelop an infill site currently occupied by an underused commercial property and a vacant lot. The project would consolidate the existing parcels that make up the site into two parcels for development with a residential building and retain a commercial use on the site. |
| **Policy LU-8.8 Affordable Housing.** Target local funds to assist affordable housing developers in incorporating sustainable building and site design and features. | **Consistent.** The proposed project would designate 30 percent of its residential units as affordable housing for low and very low- income residents. As discussed above regarding consistency with Policy LU-8.4, the project would be required to incorporate sustainable building features by applicable codes. As such, the project would not conflict with this policy, or the City's support of sustainable features in affordable housing projects. |

| Land Use Goals and Policies | Consistency Analysis |
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| **Policy LU-8.9 Green Buildings.** Require all new construction and/or retrofitting of structures to be built to an identified green building standard. | **Consistent**. The project would be required to comply with the California Code of Regulations, Title 24 (California Buildings Standards Code), including Part 11, California Green Building Standards (CALGreen Code) |
| ***Goal LU-9, Fair and Equitable Access*** | |
| **Policy LU-9.3 Housing Type Distribution.** Promote an equitable distribution of housing types for all income groups throughout the City and promote mixed-income developments. | **Consistent.** The project would designate 30 percent of the total residential units as affordable housing units for low income and very-low income. The project would also retain a commercial component within the project site, in addition to the proposed residential uses. |
| **Citywide Land Use Neighborhoods and Districts** | |
| ***Goal LU-10, Livable and Quality Neighborhoods*** | |
| **Policy LU-10.6 Neighborhood Connectivity.** Maintain sidewalks or other means of pedestrian and bicycle connections to neighborhood commercial centers, parks, schools, work places, and other community activity centers. | **Consistent.** Existing Class II striped bicycle lanes are located along both sides of Alamo Street along the project frontage, as well as along Tapo Street south of Alamo Street. The City's Bicycle Master Plan designates Tapo Street along the project's western boundary as a Class II bicycle route as well. Pedestrian sidewalks would be provided along the site frontage areas along both Tapo and Alamo Street, with walkway access to stairway entrances at various points around the building perimeter. The project would provide sidewalks and bicycle connections within the project site to maintain neighborhood connectivity. |
| ***Goal LU-12, Neighborhood Identity*** | |
| **Policy LU-12.2 Identity through Design.** Promote the design of new development to provide a positive sense of uniqueness to aid neighborhood identity and also to be compatible with existing surrounding neighborhoods. | **Consistent.** By redeveloping the existing commercial shopping center with the proposed apartment building, the site would continue to be a unique feature of the existing surrounding neighborhoods. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |
| ***Goal LU-13, Neighborhood Quality*** | |
| **Policy LU-13.6 Housing Maintenance.** Maintain the City's housing stock as a high priority. | **Consistent.** The project would redevelop an underutilized commercial property, and provide 278 residential units, with 30 percent of the units dedicated to low and very low-income housing. As such, the project would increase the City's housing stock. |

| Land Use Goals and Policies | Consistency Analysis |
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| ***Goal LU-15, Multi Family Neighborhoods*** | |
| **Policy LU-15.1 Character and Design.** Locate and design new and renovated housing within existing multi-family neighborhoods to achieve a high level of architectural design quality, in consideration of the following principles:<br><br>a. Design elevations of multi-family buildings facing public streets and pedestrian ways to exhibit a high level of visual interest<br>b. Incorporate property setbacks, modulate building mass, and design multi-family buildings and projects in consideration of the development patterns of the surrounding neighborhood | **Consistent.** The project incorporates design elevations that face the adjacent public streets and pedestrian ways with a high level of articulation of the upper levels associated with landscaped open space areas of the second floor level. The proposed structure's open space areas, provided on the second floor, result in an articulated façade of the upper three levels that modulate the building mass. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |
| **Policy LU-15.2 Amenities.** Encourage new multi-family development to provide amenities for residents, such as on-site recreational facilities and community meeting spaces. | **Consistent.** A total of 12 open space areas would be provided on the 2nd floor level for use by residents for recreational use. These open space areas would be landscaped and would provide amenities for use by residents, including barbecue grills, shade trellises, seating areas, and playground equipment. The project would also provide additional residential amenities such as a clubhouse room, laundry areas, storage lockers, and a bicycle storage room. |
| **Policy LU-15.3 Development Transitions.** Ensure sensitive transitions in building scale between buildings in multifamily residential areas and lower-scale buildings in adjoining residential neighborhoods and commercial districts. | **Consistent.** The project would include a buffer distance of over 100 feet between the proposed building and existing residences along Alamo and Tapo Streets. The proposed structure's open space areas, provided on the second floor, result in an articulated façade of the upper three levels that modulate the building mass, and step back the upper levels approximately 70 to 80 feet from the building's ground level perimeter along approximately 50% of the project frontage with Alamo Street. While the overall length and width of the building along street frontages would be greater than existing adjacent residential buildings, the extensive articulation of the upper floors due to the second floor open space areas would reduce the visual massing of the building along the public roadways. Additionally, the project would incorporate landscaping within the second floor open space areas, as well as along the building perimeter at ground level, which would further reduce the visual massing effect of the structure. The combination of buffer distances between the proposed building and existing residences, and substantial articulation of the proposed façade would |

| Land Use Goals and Policies | Consistency Analysis |
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| | provide a transition in scale with the adjacent multi-family residential complexes. The project's height of 55 feet would not exceed the allowable height for a primary structure on the project site, and is sited on the property to minimize the effect on the abutting properties to the north and east. Pursuant to eligibility for state-mandated affordable housing density bonus allowances, standard development restrictions such as setbacks would be subject to allowable waivers. |
| **Mixed-Use Corridors and Districts** | |
| ***Goal LU-19, Mixed-Use Villages*** | |
| **Policy LU-19.1 Land Use Mix.** Allow for mixed-use districts that integrate housing with retail, office, entertainment, and public uses where the housing may be developed on the upper floors of multi- use buildings or located in stand-alone buildings on the project site. | **Consistent.** The project would redevelop an infill site currently occupied by the Belwood Center commercial shopping center and construct a residential apartment building, and retain a portion of the existing commercial building as a stand-alone commercial use within the site. The project would be consistent with the existing General Plan Land Use designation for site that specifically allows development with very high density residential uses in addition to commercial uses. |
| **Policy LU-19.3 Design.** Design mixed-use development projects to enhance pedestrian activity, including the following elements:<br>• Expanded sidewalks along building frontages and incorporation of a public plaza containing benches, landscaping, public art, directional signage, pedestrian-scaled lighting, and other amenities<br>• Uses with outdoor seating, such as restaurants<br>• Pedestrian corridors connecting parking areas with buildings that are clearly defined by paving materials, landscaping, lighting, and well-designed directional signage<br>• Site landscaping that contributes to the aesthetic and economic value of the center and provides a tree canopy reducing the heat island effect and greenhouse gas emissions<br>• Buildings oriented toward the street with parking located to the rear of the buildings, underground, or in structures | **Consistent.** The project would include pedestrian sidewalks along both street frontages with the site. Parking for the proposed commercial component would be provided by surface spaces located around the perimeter of the commercial space to be retained onsite, with direct pedestrian access from the parking area to the commercial use. A pedestrian walkway would provide access from the proposed residential portion of the site to the commercial use. Landscaping, including trees, would be provided for the project's commercial space and streetscapes along the roadway frontages. The residential structure would also include landscaped open space areas for recreational use by residents, located on the second floor level. The residential portion of the project would be oriented toward the street with residential parking provided within the ground floor of the structure or to the rear of the proposed building. |

| Land Use Goals and Policies | Consistency Analysis |
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| **Policy LU-19.4 On-Site Amenities.** Incorporate recreational areas and other pedestrian-scale amenities in mixed- use projects, such as benches, fountains, and landscaping, to support residents or contribute to their development within proximity of the project. | **Consistent.** The proposed open space courtyards located on the second floor level would provide recreational areas and amenities for the private use of residents. The open space areas would include landscaping, benches, shade trellises, and recreational play areas for use by residents of the building. |
| **Policy LU-19.5 Design Integration.** Integrate residential and nonresidential portions of mixed-use buildings through architectural design, development of pedestrian walkways, and landscaping. | **Consistent.** The project's commercial use would consist of a stand-alone retail/restaurant space with an exterior design to complement the proposed residential building's design. Pedestrian sidewalks would be provided along the site frontage areas, with walkway access to stairway entrances at various points around the building perimeter to integrate residential and the commercial portion of the mixed-use building. |
| **Policy LU-19.6 Compatibility of Residential and Nonresidential Uses.** Design buildings that integrate housing with nonresidential uses to assure compatibility among uses and public safety, including separate accesses, fire suppression barriers, secured resident parking, noise insulation, and other similar elements. | **Consistent.** The project's commercial component would consist of a stand-alone structure to be retained and remodeled from the existing commercial structure on the site. The residential structure would be a separate building that would not integrate non-residential uses within the same structure, and as such, would not result in incompatibility among uses. |
| **Community Subareas and Districts** | |
| ***Goal LU-23, Mixed-Use Corridor*** | |
| **Policy LU-23.1 Mixed-Use Development.** Encourage the improvement and higher economic use of properties along the Tapo Street corridor as a series of distinct centers and nodes containing a mix of retail, office, and residential uses, as follows:<br>Area A (Tapo Street Corridor)<br>• Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors<br>• General Commercial<br>• Office Commercial<br>• Very High Density Residential<br><br>Any land use listed for each subarea may be developed within that area. | **Inconsistent.** The project would improve and redevelop an underutilized commercial property within the Tapo Street Corridor Area A for a higher economic use, providing a combination of residential and commercial uses on the site. The project would consolidate existing parcels within the property into two separate lots, with one for residential use, and one for the commercial use. The commercial use portion is an existing condition, and would consist of 8,100 square feet of the existing commercial structure to be retained and remodeled. The residential portion of the project would provide residential apartment units at the Very High Density Residential designation, with additional state-mandated density bonus units as the project would designate 30 percent of the units as affordable housing for low and very low-income uses. However, from a planning perspective, the proposed 8,100 square feet would not represent a substantial percentage of the overall project, limiting the ability of the project to meet the City's goals for developing mixed-use districts. |

| Land Use Goals and Policies | Consistency Analysis |
|---|---|
| **Policy LU-23.4 Compatibility with Residential Neighborhoods.** Require that the edges of the mixed-use and commercial properties be designed to minimize noise, lighting, odor, and truck delivery and unloading impacts on adjoining residential neighborhoods. | **Consistent.** The project would be required to comply with City requirements regarding noise, lighting and odor. Rooftop equipment such as air conditioning units would be shielded by parapets to reduce noise for compatibility with the proposed residential uses as well as offsite existing uses. The project would incorporate enclosed trash enclosures. As the site is currently occupied with commercial uses, delivery truck unloading associated with the commercial use would be an existing condition. The project's exterior lighting would be required to comply with City standards for downward facing fixtures of low intensity with screening to prevent light spillover onto adjacent properties. |
| **Policy LU-23.5 Streetscape Improvements.** Improve sidewalks and crosswalks with distinctive paving materials and pedestrian-oriented amenities, and develop bikeways, where feasible, to improve the connectivity of the properties with one another and adjoining residential neighborhoods. | **Consistent.** The project would provide sidewalks and pedestrian walkways within the project site for neighborhood connectivity. Existing Class II striped bicycle lanes are located along both sides of Alamo Street along the project frontage, as well as along Tapo Street south of Alamo Street. The City's Bicycle Master Plan designates Tapo Street along the project's western boundary as a Class II bicycle route as well. |

Housing Element

As previously described, the project site is located within the Tapo Street Corridor Area A Community Subarea/District, which the General Plan has designated for development with the following land uses: Vertical mixed-use development, with commercial on the ground floor and residential on the upper floors; General Commercial; Office Commercial; or Very High Density Residential.

**Table 4.6-3, Project Consistency with Applicable General Plan Housing Element Policie**s, provides an analysis of the project's consistency with the City's Housing Element Housing Plan policies that apply to the project site and proposed project. As shown in this table, the project would be consistent with the applicable policies of the Housing Element.

**Table 4.6-3**
**Project Consistency with Applicable General Plan Housing Element Policies**

| Housing Element Goals and Policies | Consistency Analysis |
|---|---|
| ***Goal HE-1, Balanced Community*** | |
| **Policy HE-1.1 Variety of Housing Types.** Provide a wide choice of new housing featuring a range of styles, types, densities, and amenities to accommodate the needs of all socioeconomic segments of the community. | **Consistent.** The project would provide apartment units in 2-, 3-, and 4-bedroom configurations. The project would designate 30 percent of the new residential units for low and very low income affordable housing, to meet needs of various socioeconomic segments of the community. |

| Housing Element Goals and Policies | Consistency Analysis |
|---|---|
| **Policy HE-1.3 Housing on Underutilized Sites.** Encourage the addition of new dwelling units (multifamily housing) on existing parcels in underutilized residential areas of the City where supported by existing zoning and parcel sizes. | **Consistent.** The project would provide multi-family housing on an infill site currently occupied by an underutilized commercial shopping center. The provision of the proposed residential units is supported by the existing zoning designations, pursuant to State and local density bonus laws and requirements. |
| **Policy HE-1.4 Lot Consolidation.** Promote good site planning techniques by encouraging lot consolidations in areas where small and/or narrow parcels constrain development. | **Consistent.** The project would consolidate existing parcels on the property into two parcels to be separately associated with the proposed commercial and residential uses. |
| **Policy HE-1.8 Incentives for Lower-Income Housing.** Continue to offer financial and regulatory incentives to developers of lower-income housing projects as funding permits. | **Consistent.** The project proposes to designate 30 percent of the residential apartments as low and very-low affordable housing units, incentivized by density bonuses, waivers, etc. per State law and local ordinances. |
| **Policy HE-1.9 Expedite Processing for Affordable Housing.** Continue to expedite the processing of residential development proposals and permits and granting priority queuing to permit applications for affordable housing projects. | **Consistent.** This policy pertains to City responsibilities to expedite processing of permits. The project would not conflict with this policy. |
| ***Goal HE-3, Affordable Housing*** | |
| **Policy HE-3.1 Density Bonuses.** Make necessary density bonuses or other incentives available consistent with state law and community interests to:<br>Encourage affordable rental housing targeted for lower-income households; and<br>• Encourage affordable ownership housing targeted for low- and moderate-income households. | **Consistent.** The project would designate 75 units for low-income and, 8 units for very low-income affordable housing rates, making it eligible for state-mandated density bonus allowances. |
| **Policy HE-3.2 Affordable Housing Agreements.** Require developers to enter into affordable housing agreements to ensure the continuation of affordability of units in those projects that have received density bonuses, regulatory incentives, and/or financial assistance for the provision of affordable housing. | **Consistent.** To be eligible for state-mandated density bonus allowances, the project applicant would be required to enter into an affordable housing agreement for continuation of the affordable housing designation for those units where applicable. |
| **Policy HE-3.3 Affordable Housing Design.** Encourage attractive and functional designs for affordable housing during the development review process through:<br>• Designs that blend harmoniously with the surrounding neighborhood;<br>• Exterior treatment that is compatible with market rate housing;<br>• Project designs that minimize safety and | **Consistent.** The project would provide amenities and landscaping that would ensure attractive and functional designs for affordable housing. All affordable housing residents would have access to the same amenities and facilities as other residents. The common area courtyards would be located on the second (podium) level to provide amenities for the private use of all residents and these open space areas would include landscaping, park benches, and shade trellises, and some recreational play areas as |

| Housing Element Goals and Policies | Consistency Analysis |
|---|---|
| maintenance problems; and<br>• Provision of amenities such as recreational facilities or enriched landscaping. | well to provide a park-like environment in those areas for use by residents of the building. |
| **Policy HE-3.7 Quality Affordable Housing.** To the extent feasible, require affordable units to be provided in the same quality and design as other units in the development and to be evenly distributed throughout the development. | **Consistent.** The project would provide both market rate, and affordable housing units within a single building, constructed with a consistent quality and design. Residents of the affordable units would have access to the residential amenities provided by the project, such as a clubhouse room, laundry areas, and open space areas, including barbecue grills, benches, and playground equipment. |

***Conclusion***

The threshold of significance for Land Use and Planning impacts for this evaluation is whether the project would conflict with any applicable land use plan, policy, or regulation of the City (including, but not limited to the general plan, specific plan, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. As evaluated above, the proposed project would be consistent with the majority of applicable General Plan policies, and those policies with which the project would be inconsistent would not result in a significant environmental impact. Additionally, Government Code Section 65589.5(d)(2) specifies that "Inconsistency with the zoning ordinance or general plan land use designation shall not constitute a specific, adverse impact upon the public health or safety." Therefore, the project's potential to conflict with land use policy resulting in an environmental impact would be less than significant.

## Mitigation Measures

No mitigation measures would be required.

## Residual Impacts

Impacts would be less than significant before mitigation.

## 4.6.4 Cumulative Impacts

The project proposes to redevelop an underutilized commercial use, and construct a residential project and retain a portion of the existing commercial development within the project site. No other projects in the related project list as discussed in Section 3.0 of this EIR would be located within close proximity to the site, such that land use policy consistency issues could be compounded within the project site vicinity. The project's land use and planning effects or consistency with applicable plans and policies would not have a cumulatively considerable contribution to land use and planning effects of other potential projects in the vicinity. Policy consistency is mostly a project-specific issue and other projects would be individually evaluated to demonstrate their consistency with policies.

# 4.7 NOISE

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street project to result in impacts to noise that would serve the project, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to noise where warranted. The analysis provided in this section is primarily based on the project's Noise Study, prepared by Rincon Consultants, Inc., dated June 2018, which is included in **Appendix E**.

## 4.7.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Overview of Sound Measurement*

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

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

Noise levels typically attenuate (or drop off) at a rate of 6 dBA per doubling of distance from point sources (such as industrial machinery). Noise from non-point sources, such as roadways, typically attenuates at a rate of 4.5 dBA per doubling of distance from lightly traveled roads and 3 dBA per doubling of distance from heavily travelled roads. Noise levels may also be reduced by intervening structures. Generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm that breaks the line-of-sight reduces noise levels by 5 to 10 dBA. The manner in which newer structures in California are constructed generally provides a reduction of exterior-to-interior noise levels of about 20-25 dBA with closed windows.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level (Leq). The Leq is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period of time (essentially, the average noise level). Typically, Leq is summed over a one-hour period. For other time periods, the duration is shown in brackets; for example, a 30-minute Leq would be shown as Leq[30]. Lmax is the highest root mean squared (RMS) sound pressure

level within the measuring period, and Lmin is the lowest RMS sound pressure level within the measuring period. While, $L_{10}$ is the sound pressure level (measured in dBA) exceeded 10 percent of time within the measuring period.

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

### *Groundborne Vibration Characteristics*

Vibration is an oscillatory motion through a solid medium in which the motion's amplitude can be described in terms of displacement, velocity, or acceleration. Vibration is normally associated with activities such as railroads or vibration-intensive stationary sources, but it can also be associated with construction equipment, such as jackhammers, pile drivers, and hydraulic hammers. Vibration displacement is the distance that a point on a surface moves away from its original static position. The instantaneous speed that a point on a surface moves is described as the velocity, and the rate of change of the speed is described as the acceleration. Each of these descriptors can be used to correlate vibration to building damage, and acceptable equipment vibration levels.

Construction activities generate groundborne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of groundborne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Vibration-related problems generally occur due to resonances in the structural components of a building because structures amplify groundborne vibration. Within the "soft" sedimentary surfaces of much of Southern California, ground vibration is quickly damped out. Groundborne vibration is almost never annoying to people who are outdoors.[1]

### *Existing Noise Environment*

The proposed project site is located in Simi Valley within Ventura County. The Simi Valley General Plan identifies three distinct noise sources in the city, which are: State Route 118; major and minor arterial roads; and the Union Pacific Railroad lines. In addition to these distinct noise sources, there are various stationary noise sources in the City, such as heating, ventilation, and air conditioning units. The project site is currently a commercial shopping area with a paved parking lot and a vacant area at the southwest corner of the project site. Adjacent land uses include multi-family residences to the north and east, as well as two arterial roadways, including Tapo Street to the west, and Alamo Street to the south. State Route 118 is approximately 1,700 feet south of the project site, and the nearest railroad line is located approximately one mile south of the project site. There are no substantial existing sources of noise within the project site. The main noise source in the project vicinity is vehicular traffic along Alamo and Tapo streets. Due to their distances from the site, as well as intervening development, State route 118 and the railroad line do not represent significant noise sources within the project site vicinity.

On June 14, 2016, noise measurements were taken during the AM Peak Hour to conservatively estimate existing roadway noise and traffic. Noise measurements were taken at two locations near existing driveway entrances at the western and southern boundaries along Tapo Street and Alamo Street,

[1] Federal Transit Administration Office of Planning and Environment, Transit Noise and Vibration Impact Assessment, May 2006.

respectively. The measured ambient noise levels are shown in **Table 4.7-1, Existing Noise Monitoring Results - AM Peak Hour**.

**Table 4.7-1**
**Existing Noise Monitoring Results - AM Peak Hour**

| Measurement Number | Measurement Location | Distance from the Street[a] | Leq[b] (dBA) |
|---|---|---|---|
| 1 | Western side of project site | 40 feet (from Tapo Street) | 66.7 |
| 2 | Southern side of project site | 50 feet (from Alamo Street) | 67.7 |

Source: Rincon Consultants, Inc. 2018
[a] Measured from the center of the roadway
[b] 15-minute noise measurements

### *Sensitive Receptors*

Noise exposure thresholds vary depending on the land use reflecting the noise sensitivities associated with those uses. Noise sensitive land uses typically include residences, hospitals, schools, guest lodging, libraries, and parks. The predominant noise sensitive land uses in the area of the project site are residences, which are located on all sides of the project site. The closest residences are within 30 feet to the east and 50 feet to the north of the project site boundary. Additional residences lie approximately 120 feet to the west across Tapo Street and 200 feet south across Alamo Street. Commercial buildings, which are not typically considered noise-sensitive, are located approximately 150 feet west and 300 feet south of the project site boundary. Traffic on area roadways would be the predominant noise generator affecting sensitive uses in the project vicinity.

## Regulatory Setting

### *State*

Title 24

Title 24 of the California Code of Regulations sets minimum noise insulation standards for new dwellings besides single-family units. It requires that habitable rooms in new dwellings contain noise insulation that keeps interior noise levels at or below 45 dBA from exterior noise sources. The building needs to meet these requirements for at least ten years following the building permit application.[2]

### *Local*

Simi Valley General Plan

The Simi Valley General Plan provides noise exposure standards for various land use categories, which are presented in **Table 4.7-2, General Plan Noise Standards**.

City of Simi Valley Municipal Code

The Simi Valley Municipal Code (SVMC) Title 5, Chapter 16.02 sets forth prohibitions, and/or allowable hours of certain noise generating activities, including construction.

Section 5-16.02(i) of the Municipal Code prohibits the erection, excavation, demolition, alteration, construction, or repair of any structure or building, outside the hours of 7:00 AM and 7:00 PM. Further, sections 5.16.02 (d) and (h), restrict the operation of noise generating equipment such as mechanical

[2] City of Simi Valley, General Plan, June 2012.

devices and appliances that generate loud or unusual noise to daytime hours. Noise generated by construction or equipment operation during established daytime hours of 7:00 AM to 7:00 PM is not considered a nuisance.

**Table 4.7-2**
**General Plan Noise Standards**

| Land Use Categories | Land Uses | Average $L_{dn}$ | |
|---|---|---|---|
| | | Interior[a] | Exterior[b] |
| Residential | Single Family, Duplex, Multiple Family, Mobile Home | 45[c] | 63 |
| Commercial Institutional | Hotel, Motel, Transient Lodging, Hospital, School classrooms, Church, Library | 45 | - |

Source: City of Simi Valley, General Plan, June 2012.
[a] Indoor environment excluding: bathrooms, toilets, closets, corridors
[b] Outdoor environment limited to the following: Private yard of single family; Multi-family private patio which is served by a means of exit from inside; or Mobile home park.
[c] Noise level requirement with closed windows. Mechanical ventilating system or other means of natural ventilation shall be provided as of Chapter 12, Section 1205 of UBC.

## 4.7.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to noise has been analyzed in relation to the thresholds below, based on the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact associated with noise if the proposed project has the potential to:

- Expose 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.
- Expose persons to or generation of excessive groundborne vibration or groundborne noise levels.
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.

The Simi Valley General Plan provides noise exposure standards for various land use categories, which are presented in Table 4.7-2, which further define operational noise thresholds by land use, and Caltrans' vibration perceptibility and structural damage standards are used to further define vibration noise thresholds, as shown in Table 4.7-5, below.

The CEQA Guidelines Appendix G Checklist also identifies potential noise impacts associated with aircraft noise; however, due to the distance of the project site from the nearest airport (Van Nuys Airport) being over 15 miles, no further analysis of impacts from aircraft noise is warranted in this EIR.

## 4.7.3 Project Impacts and Mitigation Measures

The project would replace an existing commercial center with a 278-unit residential apartment building, and retain 8,100 square feet of the existing commercial space in the northwestern portion of the project

site. Implementation of the project would result in short-term noise from construction activities, and long-term noise associated with project-related traffic on nearby street, and on-site stationary mechanical equipment such as air conditioning units.

## Impact NOI-1: Exceed Noise Standards.

The proposed project would have a potentially significant impact if the proposed project would expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.

Construction

During construction, noise would be generated on-site by heavy equipment used for demolition, grading, and other construction related activities. The typical peak noise levels associated with the various construction equipment types are listed in **Table 4.7-3, Typical Noise Levels Generated by Construction Equipment**. Peak noise levels associated with construction equipment types that would be anticipated to be used on-site range from approximately 70 to 89 dBA at 50 feet from the source. The noise level at sensitive receptors in the area would vary throughout construction, as pieces of equipment move across the site, and as construction activities shift to various portions of the project site.

**Table 4.7-3**
**Typical Noise Levels Generated by Construction Equipment**

| Equipment | Type | Typical Lmax (dBA) 50 Feet from the Source |
|---|---|---|
| Air Compressor | Stationary | 81 |
| Augur Drill Rig | Stationary | 84 |
| Backhoe | Mobile | 80 |
| Compactor (ground) | Mobile | 83 |
| Concrete Mixer | Stationary | 85 |
| Dozer | Mobile | 82 |
| Dump Truck | Mobile | 76 |
| Excavator | Mobile | 81 |
| Flat Bed Truck | Mobile | 74 |
| Front End Loader | Mobile | 79 |
| Generator | Stationary | 81 |
| Grader | Mobile | 83 |
| Jack Hammer | Mobile | 88 |
| Paver | Mobile | 89 |
| Pickup Truck | Mobile | 75 |
| Pneumatic Tools | Stationary | 85 |
| Roller | Mobile | 80 |
| Saw | Stationary | 70 |
| Scraper | Mobile | 89 |
| Truck | Mobile | 88 |
| Warning Horn | Stationary | 83 |
| Welder/Torch | Stationary | 74 |
| Source: Federal Highway Administration, Construction Noise Handbook, August 2006. | | |

The nearest sensitive land uses are residential units located at distances of 30 feet, 50 feet, and 120 feet from the project site to the east, north, and west, respectively. **Table 4.7-4, Construction Noise Levels at Various Distances**, shows the maximum expected noise levels at various distances from construction activities. Noise levels are based on the highest volume equipment noise and a standard attenuation rate of 6 dBA per doubling of distance. These noise levels do not consider potential noise attenuation that may be provided by existing walls, trees, and other structures such as parking shelters where they occur between the project site and the existing residences.

**Table 4.7-4**
**Construction Noise Levels at Various Distances**

| Distance from Construction | Peak Noise Level from Mobile Construction Equipment at Receptor (dBA) | Peak Noise Level from Stationary Construction Equipment at Receptor (dBA) |
|---|---|---|
| 30 feet | 93 | 89 |
| 50 feet | 89 | 85 |
| 100 feet | 83 | 79 |
| 120 feet | 81 | 77 |
| 150 feet | 80 | 76 |
| 200 feet | 77 | 73 |
| 250 feet | 75 | 71 |
| 600 feet | 68 | 65 |
| 700 feet | 66 | 62 |
| 1,000 feet | 63 | 59 |
| Source: Rincon Consultants, Inc. 2018 | | |

As shown in Table 4.7-4, peak construction noise levels from the highest-volume equipment could be up to 93 dBA Lmax at the nearest sensitive receptors, which are 30 feet east of the project site. This maximum noise level at residences would only occur temporarily when the noisiest equipment types would operate within the minimum distance from a particular offsite residence.

The project would be required to comply with the SVMC Section 5-16.02(i), which limits the times of day in which construction activities are allowed to the hours of 7:00 AM and 7:00 PM. As reported by the Noise Study, noise generated by construction equipment during established daytime hours of 7:00 AM to 7:00 PM is not considered a nuisance. Therefore, construction noise would be temporary, would occur only during daytime hours, and would be less than significant.

Operation

Noise generated by the project during operations would be mainly from heating, ventilation, and air conditioning (HVAC) equipment, and traffic.

*HVAC Equipment*

Commercial HVAC equipment can generate noise levels up to 100 dBA Lmax at a distance of three feet. The project's commercial uses would be located near the northwest corner of the project site, and would consist of a portion of the existing commercial use structure to be retained and remodeled. From the northwest portion of the site, the HVAC uses on the roof would be approximately 100 feet from the nearest existing residences to the north. Based on attenuation of 6 dBA per doubling of distance, the noise levels generated by commercial HVAC systems (100 dBA Lmax at three feet) would be reduced to

approximately 80 dBA Lmax at sensitive receptors 100 feet from the source. Existing privacy walls and/or landscaping vegetation between properties may also provide additional attenuation of project-related noise. The potential for the project's commercial HVAC operations to generate noise levels that would exceed 63 Ldn at nearby sensitive uses (residences) would be considered a potentially significant impact, as it would not comply with the City's General Plan standards. The project's Noise Study notes that according to the USEPA, typical noise shielding installed at HVAC equipment is able to achieve noise levels of 55 dBA Leq at 50 feet from the source. Therefore, acceptable noise levels are reasonably attainable. **Mitigation Measure NOI-1** would require the remodeling of the commercial use to include installation of shielding of rooftop HVAC equipment to attenuate noise levels and reduce potential stationary noise impacts at sensitive receptors to less than significant.

With Mitigation Measure NOI-1, the proposed development would also include the installation of rooftop HVAC units for the proposed residences, which would be located approximately 25 feet from the edge of the structure. The project has been designed with a 3.5-foot high parapet around the perimeter of the roofline, which would provide approximately 10 dBA of attenuation of noise generated by the proposed project's HVAC equipment. The proposed HVAC equipment would be installed at a total distance of approximately 108 feet from the nearest existing offsite residential unit. This distance includes approximately 53 feet of combined setback between the proposed building and the existing residence, and an additional 25 feet between the HVAC units and the building's edge. Based on attenuation of 6 dBA per doubling of distance, at 108 feet between the noise source and the nearest residence, and with a 10 dBA noise reduction provided by the proposed parapet wall, HVAC noise generated by the project would be reduced to approximately 60 dBA Lmax at the nearest off-site residence. This noise level would be within the acceptable exterior noise range for residential uses, and potential noise impacts on existing sensitive receptors from the residential structure's HVAC equipment would be less than significant.

*Parking Lot Noise*

Residential and commercial use noises from parking areas typically are related to car doors closing, engine start-ups, and occasional alarms. The project would provide the majority of the residential use vehicle parking spaces within the proposed structure's ground floor, which would provide substantial shielding for off-site uses from the project's potential parking-related noises. Exterior parking areas around the commercial use and the residential building perimeter would be a small portion of the overall vehicular parking area provided, and would not represent substantially different noise sources than the existing commercial shopping center parking lot area. SVMC Section 5-16.02 - Unlawful acts: Public nuisances, declares certain noises to be nuisances, and one who produces such noise nuisances guilty of a misdemeanor. Such nuisance noises specified in Section 5-16.02 include: radios, electronic and amplification devices; yelling, shouting, and the like; and other unlawful noise which disturbs the peace or quiet, or which causes discomfort or annoyance to a reasonable person of normal sensitiveness in an adjacent residence or business affected by the noise. As such, parking lot noises would be less than significant.

*Off-Site Traffic Noise*

Based on the project's Traffic Impact Report,[3] the project would generate 3,123 average daily vehicle trips (ADT), which would be a net increase of 1,944 ADT over the existing conditions ADT of 1,179 trips (based on current trip counts). This would be a net increase of approximately 65 percent over the existing conditions. Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dBA and generally, a change in ambient noise becomes noticeable at 3 dBA. The would not result in a doubling of vehicle trips over existing conditions, and therefore, any project-related increase in traffic

[3] LSA Associates, Inc., Traffic Impact Report Alamo Street Mixed Use Project, City of Simi Valley, Ventura County, California, May 2018.

noise on area roadways would be less than 3 dBA, which would not be a noticeable increase in traffic noise in the vicinity. Therefore, the project's potential impacts associated with the generation of off-site traffic noise would be less than significant.

*On-Site Noise*

The project would introduce new residential uses on the project site, and retain some commercial uses. The proposed residential units would represent new sensitive receptors in the vicinity, and would be located approximately 50 feet from the roadway centerline of Alamo Street, and approximately 40 feet from roadway centerline of Tapo Street.
Building Codes require that the proposed residential structure be constructed with materials and techniques to meet acceptable noise exposure for indoor and outdoor environments. The design would be required to provide each residential unit with adequate noise attenuation from adjacent units and other noise sources within the project site.

Under CEQA, potential impacts of the environment on a proposed project are not required to be analyzed as held in the ruling in *California Building Industry Association v. Bay Area Air Quality Management District* (CBIA v. BAAQMD) except for a few specific and limited instances. As discussed above, the project would not contribute substantially to an increase in roadway noise, and therefore further evaluation of the existing noise environment's effect on the project would not be required under CEQA. However; the City requires that the proposed residential units be constructed to standards that provide adequate noise attenuation for residents pursuant to applicable codes.

### *Mitigation Measures*

**MM NOI-1** **Noise shielding for rooftop HVAC equipment.** The applicant shall install noise shielding at the HVAC units on the commercial use to achieve a noise level of 65 dBA Leq or less at 50 feet. In addition, rooftop HVAC units on the residential development will have noise shielding installed to achieve a noise level of 63 dBA Leq or less at 30 feet. Prior to final clearance for the residences, a noise study confirming compliance with the above noise levels will be submitted to the Department of Environmental Services for the approval of the City Planner.

### *Residual Impacts*

Impacts would be reduced to a less than significant level with mitigation.

## Impact NOI-2: Vibration

Project construction activities, including demolition and site grading, could result in groundborne vibration generated by large earthmoving equipment. A significant impact may occur if the proposed project would expose people to or generate excessive groundborne vibration or groundborne noise levels. Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or is engaged in soil movement. The effects of ground-borne vibration may include discernable movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Ground vibration is quickly damped out within the softer sedimentary surfaces of much of Southern California. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Federal and State transportation agencies have published vibration levels for public works construction projects that may potentially cause damage to structures, or result in human annoyance.

A descriptor commonly used to determine vibration impacts is the peak particle velocity (ppv), which is defined as the maximum instantaneous positive or negative peak of the vibration signal, usually measured

in inches per second (in/sec). The potential for vibrations to cause damage to various types of structures, as well as the range of human response to vibration levels are shown in **Table 4.7-5, Potential Vibration Damage and Annoyance Levels**. According to Caltrans, the threshold for structural vibration damage for modern structures is 0.5 in/sec for intermittent sources. Below this level there is virtually no risk of building damage.

**Table 4.7-5**
**Potential Vibration Damage and Annoyance Levels**

| | Maximum PPV (in/sec) | |
|---|---|---|
| **Potential Vibration Damage or Annoyance Effect** | **Transient Sources [a]** | **Continuous / Frequent Intermittent Sources [a]** |
| **Structure Type** | | |
| Extremely fragile historic buildings, ruins, ancient monuments | 0.12 | 0.08 |
| Fragile buildings | 0.2 | 0.1 |
| Historic and some old buildings | 0.5 | 0.25 |
| Older residential structures | 0.5 | 0.3 |
| New residential structures | 1.0 | 0.5 |
| Modern industrial/commercial buildings | 2.0 | 0.5 |
| **Human Response** | | |
| Barely perceptible | 0.04 | 0.01 |
| Distinctly perceptible | 0.25 | 0.04 |
| Strongly perceptible | 0.9 | 0.10 |
| Severe | 2.0 | 0.4 |

Source: Caltrans Transportation and Construction Vibration Guidance Manual, 2013.
[a] Transient sources create a single isolated vibration event, such as blasting or drop balls. Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

The predicted vibration levels generated by various construction equipment types that may potentially operate on the site is shown in **Table 4.7-6, Estimated Vibration Levels During Project Construction**.

**Table 4.7-6**
**Estimated Vibration Levels During Project Construction**

| Equipment | PPV at 25 ft (in/sec) |
|---|---|
| Large Bulldozer | 0.089 |
| Loaded trucks | 0.076 |
| Jackhammer | 0.035 |
| Small Bulldozer | 0.003 |

Source: FTA Transit Noise and Vibration Impact Assessment, May 2006.

The on-site construction equipment used in construction of the project that would create the maximum potential vibration is a large bulldozer. As shown in Table 4.7-6, the estimated vibration level for such equipment is 0.089 ppv at 25 feet from the source. The closest sensitive uses to the limits of grading are adjacent residences, the nearest of which is approximately 30 feet east of the project property boundary. Therefore, the highest expected construction equipment vibrations at adjacent sensitive uses would be somewhat below 0.089 ppv. These maximum vibrations levels would only occur at any single sensitive receptor temporarily for the amount of time that a large bulldozer may pass by, or operate at the extreme

project boundary in close proximity to the receptor, and vibration levels would diminish as the mobile equipment source moves away from the boundary and sensitive receptor. As indicated in Table 4.7-5, vibration levels of up to 0.089 ppv would be below the "distinctly perceptible" level for transient vibration sources, and in the range between "distinctly perceptible" and "strongly perceptible" levels for frequent intermittent sources. Project construction vibration levels at nearby residences would be far below 0.5 ppv levels that could cause physical structural damage to existing off-site residences. As the project's vibration impacts would not result in structural damage, and due to the temporary and intermittent occurrence of vibration levels that would not reach the level of strongly perceptible, potential vibration impacts would be considered less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact NOI-3: Permanent Ambient Noise Increase

The potential for a permanent ambient noise level increase would be from traffic generated by the project, and stationary HVAC equipment. As discussed above in Impact NOI-1, a noise level change is not generally noticeable until a 3 dBA difference occurs, which requires a doubling of the sound energy. Based on the project's net increase in vehicle trips, which would not be double the current trip volumes generated by existing uses on the site, the project's potential increase in noise from traffic would not be discernable to the human ear. As such, potential impacts regarding permanent ambient noise increases due to traffic generated by the project would be less than significant.

As discussed in the Impact NOI-1 analysis, stationary HVAC equipment on the project's commercial use rooftop could generate noise above the City standards at sensitive receptors. Implementation of MM NOI-1 would reduce potential permanent ambient noise impacts associated with operations of HVAC equipment on the site to less than significant.

### *Mitigation Measures*

Implementation of MM NOI-1 will reduce the impact to a less than significant level.

### *Residual Impacts*

Impacts would be less than significant with mitigation.

## Impact NOI-4: Temporary or periodic ambient noise increase.

During construction, use of heavy equipment would result in temporary increases in exterior noise levels of up to 93 dBA at 30 feet as shown in Table 4.7-4, which would exceed the City's standard of 63 Ldn for exterior noise levels at residential locations; however, this is considered an operational standard. The SVMC places regulatory limitations on the times of day that construction activities are allowed, which restricts the generation of construction noise to between the hours of 7:00 AM and 7:00 PM and does not consider noise between those times a nuisance. Thus, the temporary or periodic increase in ambient noise levels from the project due to construction would be less than significant.

### *Mitigation Measures*

No mitigation is required.

***Residual Impacts***

Impacts would be less than significant before mitigation.

## 4.7.4 Cumulative Impacts

The project is located within the City of Simi Valley at the northeast intersection of Tapo Street and Alamo Street. According to the City's current development summary of other projects that are in review, recently approved, or under construction discussed in Section 3.0 of this EIR,[4] the nearest one to this proposed project is a planned development of single-family homes located approximately 2,000 feet northeast of the proposed project site. Due to the distance and intervening existing structures, the proposed project's temporary construction noise or vibration would not in combination with any other project contribute to substantially greater temporary noise impacts in the vicinity. During operation, stationary HVAC equipment noise impacts would be reduced to a less than significant level with mitigation. Due to the distance and intervening existing structures between the proposed project and any other development projects currently listed in the City's current development summary, the proposed project in combination with other development would not contribute to a substantial increase in permanent ambient noise levels in the project vicinity. As the proposed project's increase in traffic noise on area roadways would be would be well below levels that could be discernible to the human ear, the project would not make a cumulatively considerable contribution to traffic noise increases associated with additional development in the City. Therefore, the project's potential to result in cumulative noise impacts would be less than significant.

[4] City of Simi Valley, Department of Environmental Services Planning Division, Quarterly Development Summary & Maps, Fourth Quarter 2017.

# 4.8 PUBLIC SERVICES

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the proposed project to result in impacts to public services that would serve the project, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to public services where warranted.

This analysis section is subdivided into three subsections for separate evaluations of potential impacts to Fire and Ambulance Services (4.8.1), Police Services (4.8.2), and Schools (4.8.3) that would serve the project. Potential impacts regarding park facilities are evaluated in Section 4.9, Recreation.

## 4.8.1 FIRE AND AMBULANCE SERVICES

This Draft Environmental Impact Report (EIR) analysis subsection considers the potential for the Tapo-Alamo Street project to result in impacts associated with fire protection and ambulance facilities, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts regarding such facilities where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a description of existing fire services facilities, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the California Environmental Quality Act (CEQA) Statute and Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

### 4.8.1-1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

### Environmental Setting

The environmental setting provides a description of the physical environmental conditions on and in the vicinity of the project site, as well as existing fire protection and ambulance services that serve the site.

The proposed project area is an infill site located in the City of Simi Valley. The proposed project site is currently occupied by the Belwood Center commercial shopping center and paved parking lot. The southwest corner of the site is currently vacant, although it was previously developed as well. The project site is surrounded by adjacent urban development, consisting of multi-family residential complexes, single-family residences, and commercial uses. The project site's urban location is not designated as a Very High Fire Hazard Severity Zone by the California Department of Forestry and Fire Regulation (CAL FIRE).[1] Ventura County Fire Department (VCFD) provides fire protection services within the City of Simi Valley, including the project site. Ambulance services are provided citywide by American Medical Response (AMR), which is contracted through the County of Ventura.

[1] CAL FIRE, Office of the State Fire Marshall, Wildfire Protection, Accessed on April 23, 2018 at: http://osfm.fire.ca.gov/codedevelopment/wildfireprotection.

The VCFD provides fire prevention, fire suppression, and emergency services for over 480,000 residents of the cities of Simi Valley, Ojai, Moorpark, Port Hueneme, Camarillo, Thousand Oaks, and the unincorporated areas of Ventura County. Fire protection for the County is provided by five battalions, which are comprised of 32 fire stations, staffed 24 hours per day, 365 days per year. Battalion 4 serves the cities of Simi Valley and Moorpark, and the surrounding unincorporated areas with seven fire stations providing fire and rescue response in the Battalion service area.

VCFD maintains six fire stations within the boundaries of the City, as listed in **Table 4.8.1-1 Fire Stations in Simi Valley**. The nearest fire station to the project site is Station 46, which is located approximately 0.6 miles from the project site boundary. Table 4.12.1-1 provides a list of Ventura County Fire Department stations in the project vicinity, and available apparatus at each location. The Ventura County Fire Stations located within the project vicinity are shown in relation to the project site in **Figure 4.8-1, Fire Stations.**

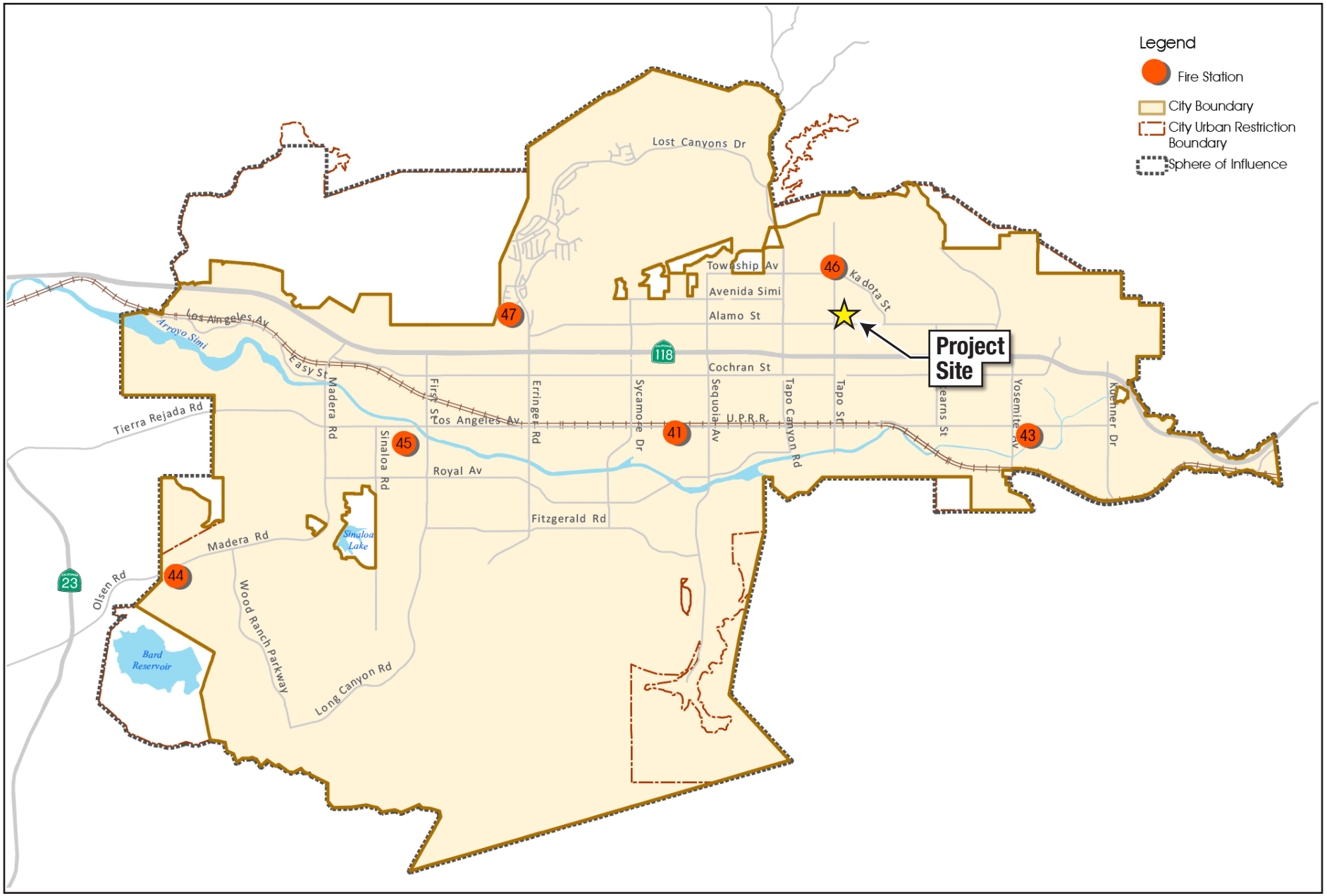
**Table 4.8.1-1**
**Fire Stations in Simi Valley**

| Station # | Address | Personnel | Apparatus | Distance from Project [a] |
|---|---|---|---|---|
| 46 | 3265 Tapo St.<br>Simi Valley, CA | 3 firefighters | engine; reserve engine | 0.6 miles |
| 41 | 1910 Church St.<br>Simi Valley, CA | 1 chief<br>7 firefighters | engine; ladder truck; reserve engine; command vehicle | 2.7 miles |
| 43 | 5874 E. Los Angeles Av.<br>Simi Valley, CA | 3 firefighters | medic-engine, brush engine, utility pickup | 2.9 miles |
| 47 | 2901 Erringer Rd.<br>Simi Valley, CA | 3 firefighters | medic-engine; a reserve ladder truck; utility unit | 3.5 miles |
| 45 | 790 Pacific Av.<br>Simi Valley, CA | 3 firefighters | engine; reserve engine; foam unit; dozer | 5.5 miles |
| 44 | 1050 Country Club Dr.<br>Simi Valley, CA | 4 firefighters | rescue engine (Quint); reserve engine; reserve ladder truck | 9 miles |

Source: Ventura County Fire Department, Accessed on December 18, 2017 at http://fire.countyofventura.org.
[a] Approximated driving distance (road miles).

Ambulance transport service is provided in the City of Simi Valley by AMR under contract with the County of Ventura.[2] All emergency ambulances in Ventura County are dispatched through the Ventura County Fire Communications Center. Ambulances are deployed countywide and are equipped with radios that allow all first responders and ambulance personnel to communicate.[3] AMR daily staffing includes 14-18 Advanced Life Support (ALS) ambulances and 2 ALS supervisors. AMR Ventura County employs approximately 145 paramedics and EMTs and handles an average of 64,000 calls annually.[4]

[2] Ventura County Health Agency, EMS Providers and Job Links, Accessed on January 3, 2018 at: http://www.vchca.org/ems-providers-and-job-links.
[3] Ventura County Health Agency, EMS Providers and Job Links, Accessed on January 3, 2018 at: http://www.vchca.org/ems-providers-and-job-links.
[4] American Medical Response, AMR in the Ventura County Community, Accessed on January 3, 2018 at https://www.amr.net.




Source: Simi General Plan EIR, October 2006.

TAPO-ALAMO EIR

envicom

# Fire Stations

FEET 0 3,500 7,000

FIGURE 4.8-1

## Regulatory Setting

### *Federal*

Federal Emergency Management Agency

In March 2003, the Federal Emergency Management Agency (FEMA) became part of the U.S. Department of Homeland Security. FEMA's continuing mission within the new Department is to lead the effort to prepare the nation for all hazards and effectively manage federal response and recovery efforts following any major national incident. FEMA also initiates proactive mitigation activities, trains first responders, and manages the National Flood Insurance Program and the U.S. Fire Administration.

Disaster Mitigation Act of 2000

In 2000, the Disaster Mitigation Act amended the Robert T. Stafford Disaster Relief Act of 1988. Among other things, this legislation reinforces the importance of pre-disaster infrastructure mitigation planning to reduce disaster losses nationwide by controlling and streamlining the administration of federal disaster relief and developing programs that promote hazard mitigation activities. Among the Act's major provisions:

- Funding for pre-disaster mitigation activities
- Developing experimental multi-hazard maps to better understand risk
- Establishing state and local government infrastructure mitigation planning requirements
- Defining how states can assume more responsibility in managing the Hazard Mitigation Grant Program (HMGP)
- Adjusting ways in which management costs for projects are funded

The mitigation planning provisions outlined in Section 322 of the Act establish performance-based standards for mitigation plans. The Act further requires states to provide for a public assistance program (Advance Infrastructure Mitigation [AIM]) to develop County government plans. Counties which fail to develop an infrastructure mitigation plan risk significant reduction in federal government assistance for repair/replacement of damaged facilities if that facility has been damaged on more than one occasion during the preceding 10-year period by a similar event.

Uniform Fire Code

The Uniform Fire Code includes specialized technical fire and life safety regulations, which apply to the construction and maintenance of buildings and land uses. Topics addressed in the Code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and use, provisions intended to protect and assist fire responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings.

### *State*

California Fire Code

Chapter 5, Fire Service Features, of the 2013 California Fire Code includes requirements for new development regarding access for fire-fighting apparatus and personnel, and fire protection water supplies (fire-flow).

The California Fire Code contains regulations relating to construction and maintenance of buildings and the use of premises. Topics addressed in the code include fire department access, fire hydrants, automatic sprinkler systems, fire alarm systems, fire and explosion hazards safety, hazardous materials storage and

use, provisions intended to protect and assist first responders, industrial processes, and many other general and specialized fire-safety requirements for new and existing buildings and premises. The code contains specialized technical regulations related to fire and life safety.

Section 501.3 of the Fire Code states "Construction documents for proposed fire apparatus access, location of fire lanes, security gates across fire apparatus access roads and construction documents and hydraulic calculations for fire hydrant systems shall be submitted to the fire department for review and approval prior to construction."

California Health and Safety Code

State fire regulations set forth in Sections 13000, et seq. of the California Health and Safety Code include regulations for building standards (as also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

### *Regional and Local*

Ventura County Fire Protection District Ordinance No. 25

Effective May 1, 2007, Ordinance 25 of the Ventura County Fire Protection District mandates fire sprinklers in all new buildings and a retrofit to existing buildings under certain triggers. Ordinance 25 aims to reduce the impacts due to structure fires.

Ventura County Fire Protection District Ordinance No. 29

Effective January 1, 2017, Ordinance 29 of the Ventura County Fire Protection District to be known as the Ventura County Fire Apparatus Access Code, establishes the minimum cumulative design and maintenance standards for emergency fire access roads within the jurisdictional boundaries of the Ventura County Fire Protection District. These provisions permit emergency resources to response to an incident in a safe and effective manner.

Ventura County Fire Protection District Ordinance No. 30

Effective January 1, 2017, Ordinance 30 of the Ventura County Fire Protection District to be known as the Ventura County Fire Code, adopted by reference the 2016 California Fire Code and portions of the 2015 International Fire Code, both of which are part of the California Building Standards Code. Ordinance 30 includes select Appendices with additions, deletions, and amendments to the California Fire Code and International Fire Code.

City of Simi Valley Multi-Hazard Mitigation Plan (2004)

The City of Simi Valley is required to adopt and state and federally approved Multi-Hazard Mitigation Plan under the regulations of the Disaster Mitigation Act of 2000. The overall intent of the Plan is to be a strategic planning tool for the reduction or prevention of injury and damage from hazards in Simi Valley. The Plan includes findings and recommendations that are intended to inform community members and public officials about the hazards in Simi Valley and methods to mitigate them, including fire hazards.

City of Simi Valley Municipal Code

*Title 4, Chapter 5 (Emergency Preparedness)*

Chapter 5 of Title 4 provides for the preparation and carrying out of plans for the protection of persons and property within the jurisdiction of the City, Districts, Agency, and Authority in the event of an emergency: the direction of the Emergency Organization; and the coordination of the emergency

functions of the City with all other public agencies, corporations, organizations, and affected private persons.

*Title 8, Chapter 18 (Simi Valley Building Code)*

Simi Valley Municipal Code Title 8, Chapter 18 adopts the 2010 California Building Code (which includes the 2009 International Building Code and any and all amendments, omissions, exceptions, and additions pursuant to California Code of regulations Title 24, Part 10) as the Primary Existing Building Code of the City of Simi Valley.

## 4.8.1-2 Thresholds of Significance

The potential for the proposed project to result in impacts related to fire services has been analyzed in relation to the thresholds below, as established in Appendix G of the California Environmental Quality Act (CEQA) Statute and Guidelines. The proposed project would be considered to have a significant impact associated with fire and ambulance services when the proposed project has potential to:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

## 4.8.1-3 Project Impacts and Mitigation Measures

As described in Chapter 2.0, Project Description, the proposed project would replace an existing commercial shopping center with a 278-unit apartment building, and retain and remodel about 8,000 square feet of the existing commercial use. According to the US Census Bureau, the population of Simi Valley is approximately 126,327 people, and the number of persons per household (2012-2016) is estimated to be 2.97.[5] Based on the average number of persons per household, the proposed 278 apartment units would provide housing for approximately 826 individuals, which would represent an estimated 0.65 percent of the City's population. As the project would be less than one percent of the City's population, it would not constitute a substantial increase in population or demand for fire protection services in the City. Additionally, the project would remove the majority of an existing commercial shopping center, which currently represents a potential need for fire protection or ambulance services. Therefore, the replacement of the commercial uses with a residential structure would not substantially increase the demand for fire protection services provided by VCFD or ambulance services provided by AMR.

## Fire Services

The VCFD has a response time goal for 90 percent of fire dispatches to arrive 8 minutes 30 seconds from call to arrival. Approximate response time in the service area is eight minutes 10 seconds from call to arrival, and the expected response time to the site would be consistent with the approximate response time in the service area.[6]

The site plan and architectural plans have been designed to meet building code requirements as well as emergency access-related provisions in the municipal code, which require sufficient emergency response

[5] United States Census Bureau, Quick Facts, Simi Valley, Accessed on January 10, 2018 at: https://www.census.gov/quickfacts/fact/table/simivalleycitycalifornia,US#viewtop.

[6] Johnson, Shea, Senior Fire Inspector, VCFD, email correspondence with Envicom Corporation, May 16, 2018.

equipment, adequate fire apparatus access, and internal circulation. These features include but are not limited to: ingress and egress doors, fire sprinklers, emergency exit stairwells, adequate hallway length and width, proper signage, available fire extinguishers and smoke alarms. Development of the project would require VCFD review and approval of site plans for fire protection features before finalization.

## Ambulance Services

According to the Ventura County Emergency Medical Services Agency, response time performance standards are measures of ambulance response compliance, and metropolitan/urban areas require an ambulance response time of 8 minutes, 90% of the time for emergencies and 90% of the time for non-emergencies. In 2016, AMR Exclusive Operating Area (EOA) 3- Simi Valley, achieved 92.44% response time compliance.[7] The AMR Ventura County headquarters is located at 616 Fitch Avenue in Moorpark, which is approximately 11.1 driving miles from project site. Unlike fire services, ambulances are most often in a mobile state or stationed at various points throughout the cities they service; hence, the distance between a headquarters facility and the location of a particular emergency does generally not determine response times.

### Impact FIRE-1: Fire Department and Ambulance Facilities

The proposed project would have a potentially significant impact if the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services.

The proposed project would not substantially increase the demand for fire protection services that would significantly impact or cause the need for new facilities. Due to the site's close proximity to an existing fire station, emergency vehicles would be able to reach the project within the VCFD response time objective. The VCFD provides facilities and personnel in Simi Valley with the appropriate equipment and ability to provide fire protection for a 4-story structure.[8] In the event that additional equipment, not normally housed at Fire Station 46, may be required to respond to an emergency at the project site, such additional resources could be provided from a number of different stations with estimated response times of four to twelve minutes or greater depending upon equipment needs and nature of the emergency.[9] The project would be required to submit site plans to the VCFD for review and approval of the fire safety features in conformance with applicable codes including but not limited to, fire hydrant placement, street widths and fire lanes, fire flow water pressure, ingress and egress routes, alarms, sprinklers, extinguishers, and exit signage. The project would not require new or expanded fire protection facilities in order to maintain adequate response times, and as such the project's potential impacts associated with provision of fire protection facilities would be less than significant.

Similarly, the construction of the proposed project would not substantially increase the City's population served by existing ambulance services. AMR paramedic response times were reported to be consistent with standards set by the Ventura County Public Health Emergency Medical Services Agency in 2016. The proposed project would not result in the need for new ambulance facilities to adequately meet performance objectives, and thus would not result in adverse physical impacts to the environment due to new or physically altered facilities. As such, the project's potential impact regarding the provision of ambulance service facilities would be less than significant.

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[7] Ventura County Public Health Emergency Medical Services Agency, 2016 Annual Report, Accessed on January 3, 2018 at: http://www.vchca.org/images/public_health/EMS/2016-Ventura-County-EMS-System-Annual-Report-FINALv2.pdf.

[8] Johnson, Shea, Senior Fire Inspector, VCFD, email correspondence with Envicom Corporation, May 16, 2018.

[9] Johnson, Shea, Senior Fire Inspector, VCFD, email correspondence with Envicom Corporation, May 16, 2018.

### *Mitigation Measures*

Existing regulatory statutes would require that the project comply with all applicable Fire Code requirements, incorporating fire protection features into the final site design plans, to be reviewed and approved by the VCFD. No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.8.1-4 Cumulative Impacts

The project is located in near proximity to an existing fire station where adequate response times to emergency calls can be maintained. The project design would also be subject to Fire Department review and approval of fire protection features, including but not limited to fire lanes, access, hydrant spacing and fire flow pressure, sprinklers, alarms, extinguishers, and exit/evacuation routes. Implementation of the project would not result in the need for new or expanded fire protection (or ambulance) facilities, the construction of which could cause significant environmental impacts.

Other projects that may be proposed in the area would independently be subject to similar Fire Department review and approval of design and fire protection features. As discussed above, the project would result in a less than one percent increase in the population of Simi Valley, which is served by the VCFD. As such, the project would not result in a cumulatively considerable contribution to an increase in demand for fire or ambulance services in the City, and thus would not result in cumulatively significant adverse physical impacts to the environment due to new or physically altered facilities. As such, cumulative impacts would be less than significant.

## 4.8.2 POLICE SERVICES

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the proposed project to result in impacts associated with the provision of police services and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, existing police services and facilities that serve the project area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the California Environmental Quality Act (CEQA) Statute and Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

### 4.8.2-1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

### Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site, and existing police services.

The proposed project site is located in an urbanized portion of northeastern Simi Valley, and is currently occupied by the Belwood Center commercial shopping center and associated parking lot. A small portion of the project site is currently vacant, although it was previously developed also. Existing urban development surrounds the project site, consisting of adjacent multi-family housing complexes to the north, east, and west, single-family residences to the south, and commercial uses to the south and west.

The Simi Valley Police Department (SVPD) provides police services, including crime prevention, peace preservation, city order and safety, and law enforcement services citywide. The Department is comprised of three divisions and further divided into units. The Operations Division is comprised of the Patrol and Traffic Units. These are the first responders to routine calls for service and life threatening emergencies. The Investigative Services Divisions is comprised of the Detective Unit, Special Operations Unit, and Auxiliary Services Unit, which provide investigative support. The Civilian Division, or Critical Support and Logistics Division, is comprised of the Communications Center, Record Unit, Crime Analysis and Reporting Unit, Facility and Vehicle Maintenance Unit, and Fiscal Unit.[10]

The SVPD currently includes 125 sworn police officers serving a population of 129,426, which is approximately 1 officer per 1,100 citizens.[11] The Department also has a staff of over 40 citizen Volunteers and Explorers who supplement the daily efforts of the compensated staff.[12] The current response time for emergency calls is 4.2 minutes, and the response time for non-emergency calls is 17.4 minutes. The City is divided into six patrol beats, or patrol areas, with at least one officer assigned to each beat 24 hours a

[10] Simi Valley Police Department, Strategic Plan 2014-2018, Accessed on January 10, 2018 at: http://www.simivalley.org/home/showdocument?id=13527.
[11] Livingstone, David M., Chief of Police, Simi Valley Police Department, Email to Envicom Corporation, February 15, 2018.
[12] Simi Valley Police Department, Strategic Plan 2014-2018, Accessed on January 10, 2018 at: http://www.simivalley.org/home/showdocument?id=13527.

day. The proposed project area is located in beat 5, which is bounded by Cottonwood Drive to the north, Susan Street to the east, Guardian Street to the south and Tapo Canyon Road to the west.[13] The SVPD operates from the local police station located at 3901 Alamo Street, which is located approximately 0.7 driving miles from the project site.

### Regulatory Setting

#### *Federal*

There are no federal policies that are directly applicable to police services within the City of Simi Valley.

#### *State*

California Penal Code

The California Penal Code contains organizational and operating provisions for all law enforcement agencies within California. This code provides the authority, rules of conduct, and training for police officers. Pursuant to the state penal code, all sworn municipal and county police officers are peace officers of the state (Section 830-832-830).

#### *Regional and Local*

Simi Valley Municipal Code

Simi Valley Municipal Code Title 4, Chapter 5, addresses emergency preparedness powers and duties. The declared purposes of this chapter are to provide for the preparation and carrying out of plans for the protection of persons and property within the City in the event of an emergency: the direction of the Emergency Organization; and the coordination of the emergency functions of the City with all other public agencies, corporations, organizations, and affected private persons.

## 4.8.2-2 Thresholds of Significance

The potential for the proposed project to result in impacts related to police services has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact associated with police services when the proposed project has potential to:

- Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

## 4.8.2-3 Project Impacts and Mitigation Measures

The proposed project would replace an existing commercial development currently served by the SVPD with residential apartments and retain a small portion of the existing commercial space, which would also be provided police services by SVPD.

### Impact POL-1: Police Department Facilities

The proposed project would have a potentially significant impact if the proposed project would result in substantial adverse physical impacts associated with the provision of new or physically altered

[13] Simi Valley Police Department, Patrol Bureau, Simi Valley Police Department Beat Map, Accessed on January 11, 2018 at: http://www.simivalley.org/departments/police-department/divisions/field-services-division/patrol-bureau.

governmental facilities, or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection services.

The proposed project would redevelop an infill site by replacing an existing commercial shopping center with a new 278-unit apartment building as well as retaining and remodeling a portion of the existing commercial space. The project site and vicinity are currently provided police services by SVPD.

The SVPD currently includes 125 sworn police officers serving a population of 129,426, which is approximately 1 officer per 1,100 citizens.[14] Based on the estimated persons per household of 2.97 in Simi Valley, as reported by the U.S. Census Bureau,[15] the proposed project would create housing for approximately 826 individuals. As such, the project would not substantially alter the officer to population ratio, which would remain approximately 1:1,100.

According to the Simi Valley General Plan EIR (2012), the SVPD does not evaluate the need for services based on personnel to population ratios or standards because they do not consider this ratio to be an appropriate measure of the level of services needed.[16] Measures of police protection services that SVPD does consider include response times (emergency and non-emergency), traffic accident rates and ratios, crime rates, citizen complaint to call ratios, and case clearance ratios. The average current response time to emergency calls for service was 4.2 minutes and 17.4 minutes for routine calls. These averages are currently meeting the Department's response time objectives.[17]

The project has incorporated various design features consistent with the crime prevention through environmental design measures presented in the General Plan, that can reduce the potential for crime and thus, calls for police service. These features include gated entrances for the resident's garage area, appropriate lighting in all parking and perimeter areas, and location of open space areas for play and gathering on the second level of the building in view of residential units overlooking those areas. These project characteristics are shown to dramatically reduce the likelihood of crime.[18]

The project is located in near proximity to the Simi Valley Police Department (approximately 0.7 driving miles), and therefore would not adversely affect SVPD response times. According to correspondence with Chief of Police David M. Livingstone, the SVPD is prepared to perform any related policing duties that may result from the project and is not anticipated to create a new police facility, or modify the existing police facility to provide service to the project, and thus would not result in adverse physical impacts to the environment due to new or physically altered facilities. Therefore, project's potential impact regarding provision of police facilities would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

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[14] Livingstone, David M., Chief of Police, Simi Valley Police Department, Email to Envicom Corporation, February 15, 2018.
[15] United States Census Bureau, Quick Facts, Simi Valley, Accessed on January 10, 2018 at: https://www.census.gov/quickfacts/fact/table/simivalleycitycalifornia,US#viewtop.
[16] City of Simi Valley, General Plan Environmental Impact Report, 2012.
[17] Livingstone, David M., Chief of Police, Simi Valley Police Department, Email to Envicom Corporation, February 15, 2018.
[18] Simi Valley General Plan Update Technical Background Report, Chapter 4, Community Services.

## 4.8.2-4 Cumulative Impacts

Based on the City's average of 2.97 persons per residence[19] the proposed development of 278 apartments would add approximately 826 residents in the project vicinity. This would result in a 0.65 percent increase in population, which is less than one percent, and would not constitute a substantial increase in the population served by SVPD. The SVPD maintains adequate response times for police emergencies in the City.[20] SVPD Chief of Police David M. Livingstone has indicated that the SVPD is prepared to perform any related policing duties that may result from the project, and that the project is not anticipated to create the need for new or modified facilities, nor is anticipated to decrease the ability to provide adequate police services to the rest of the City, and thus would not result in cumulatively significant adverse physical impacts to the environment due to new or physically altered facilities. As such, cumulative impacts would be less than significant.

[19] United States Census Bureau, Quick Facts, Simi Valley, Accessed on January 10, 2018 at: https://www.census.gov/quickfacts/fact/table/simivalleycitycalifornia,US#viewtop.

[20] Livingstone, David M., Chief of Police, Simi Valley Police Department, Email to Envicom Corporation, February 15, 2018.

## 4.8.3 SCHOOLS

This Administrative Draft Environmental Impact Report (EIR) analysis section considers the potential for the proposed project to result in impacts related to school services and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts related to school services where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the California Environmental Quality Act (CEQA) Statute and Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

### 4.8.3-1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the operations of existing school facilities, including existing facilities that would serve the proposed project. The analysis of project impacts is based upon these baseline conditions.

### Environmental Setting

The Simi Valley Unified School District (SVUSD) provides public education facilities in the City of Simi Valley. In addition to the public schools provided by SVUSD, there are sixteen private schools located within Simi Valley[21] that also provide education opportunities for students at varying grade levels from kindergarten through high school. This evaluation will focus on the public school facilities only.

The SVUSD operates eighteen elementary schools (grades K–6), three middle schools (grades 7–8), and four high schools (grades 9–12).[22] SVUSD schools that serve the project site vicinity include Big Springs Elementary School, Valley View Middle School, and Simi Valley High School.[23] The SVUSD is a School of Choice District, meaning most of the schools, including those that serve the project site, are open to any student within the boundaries of Simi Valley, space permitting. [24]

During the 2017-2018 school year, approximately 23,627 students attended SVUSD schools for kindergarten through 12th grade. The current capacity and enrollment at the three schools with service areas that include the project site are shown in **Table 4.8.3-1, Current School Enrollment and Capacities 2017-2018.**

[21] City of Simi Valley, Simi Valley General Plan Environmental Impact Report, Chapter 4 (Section 4.14-Public Services), Schools, June 2012.

[22] Nieto, Maria, Facilities Secretary, Simi Valley Unified School District, email correspondence with Envicom Corporation, April 16, 2018.

[23] Simi Valley Schools, School Boundary Maps, Accessed on March 27, 2018 at https://www.simi.k12.ca.us/cms/page_view?d=x&piid=&vpid=1450770253716.

[24] Simi Valley Unified School District, Guide to Simi Valley Schools 2018-2019. Accessed on April 17, 2018 at: http://simi-ca.schoolloop.com/file/1279458951517/1400654158237/9203220157022123084.pdf.

**Table 4.8.3-1**
**Current School Enrollment and Capacities 2017-2018**

| School | Address | Grades | Capacity | Enrollment | Remaining Capacity |
|---|---|---|---|---|---|
| Big Springs Elementary | 3401 Big Springs Ave. | K-6 | 688 | 610 | 78 |
| Valley View Middle School | 3347 Tapo St. | 7-8 | 1,694 | 1,222 | 472 |
| Simi Valley High School | 5400 Cochran St. | 9-12 | 3,255 | 2,164 | 1,091 |
| Data Source: Nieto, Maria, Facilities Secretary, Simi Valley Unified School District, email correspondence with Envicom Corporation, April 16, 2018. | | | | | |

As indicated in Table 4.8.3-1, student enrollments are currently below the existing capacity at the SVUSD schools that would serve the project site. Specifically, Big Springs Elementary is at 88.7 percent of its capacity, Valley View Middle School is at 72.1 percent of its capacity, and Simi Valley High School is operating at 66.5 percent of its capacity.

## Regulatory Setting

### *Federal*

There are no federal education regulations applicable to the proposed project.

### *State*

California State Assembly Bill 2926 (AB 2926)—School Facilities Act of 1986

AB 2926 was passed in 1986 and is known as the School Facilities Act of 1986. The Act authorizes imposition and collection of school facilities fees assessed against new construction by local districts to generate revenue for capital acquisitions and improvements. It also established that the maximum fees (adjustable for inflation) which may be collected under this and any other school fee authorization program.[25]

California Senate Bill 50 (SB 50—Leroy Green School Facilities Program (1998))

SB 50 (1998) defined the Needs Analysis process in Government Code Sections 65995.5–65998. Under the provisions of SB 50, school districts may collect fees to offset the costs associated with increasing school capacity as a result of development. The fees (referred to as Level One fees) are assessed based upon the proposed square footage of residential, commercial/industrial, and/or parking structure uses. The California Education Code authorizes the governing board of any school district to levy a fee, charge, dedication, or other requirement against any construction within the boundaries of the district for funding the construction or reconstruction of school facilities.[26]

Senate Bill (SB) 50 prohibited local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate. Government Code Section 65996 also prohibits public agencies from using CEQA or "any other provision of state or local law" to deny approval of "a legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property or any change in governmental organization or reorganization" on the basis

[25] City of Simi Valley, Simi Valley General Plan Environmental Impact Report, Chapter 4 (Section 4.14-Public Services), Schools.
[26] California Education Code, Section 17620.

of the project's impacts on school facilities. According to Government Code Section 65996, the development fees authorized by Senate Bill 50 are deemed to be "full and complete school facilities mitigation" for impact caused by new development.[27]

### *Regional and Local*

Simi Valley Unified School District

Developer Fee Justification Studies are prepared for each individual school district under the requirement of state law and provide specific fee amounts to be paid, as part of the development process, for the purpose of school funding. The reports provide justification for continuing to collect residential and commercial/industrial development fees, in accordance with state law. SVUSD collects the full developer impact fee allowed by the State Allocation Board.

## 4.8.3-2 Thresholds of Significance

The potential for the proposed project to result in impacts related to schools has been analyzed in relation to the threshold below, as established in the state CEQA Guidelines Appendix G Checklist. For purposes of this analysis, the proposed project would be considered to have a significant impact if it would:

- Result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for schools.

## 4.8.3-3 Project Impacts and Mitigation Measures

The assessment of project impacts on school services is based on the estimated number of students that may be generated by the proposed project compared to the existing capacity of schools that would serve the project site.

**Impact SCH -1: School Facilities**

The proposed project would have a potentially significant impact if it would result in the need for new or physically altered school facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable performance objectives for schools.

The proposed project would introduce 278 multi-family apartment units in the service area of the Big Springs Elementary, Valley View Middle School, and Simi Valley High School. Based on student generation rates associated with multi-family apartments, as listed in the Simi Valley General Plan EIR, **Table 4.8.3-2, Project Student Generation**, shows the estimated numbers of students that would potentially attend the SVUSD schools that serve the area.

[27] California Senate Bill 50, California Government Code Section 65996.

**Table 4.8.3-2**
**Project Student Generation**

| Grade Level | Residential Units | Student Generation Rates [a] | Students Generated |
|---|---|---|---|
| Elementary (K–6) | 160 single-family units | 0.32 | |
| | 50 multi-family units | 0.20 | |
| Middle School (7–8) | 160 single-family units | 0.03 | |
| | 50 multi-family units | 0.04 | |
| High School (9–12) | 160 single-family units | 0.15 | |
| | 50 multi-family units | 0.09 | |
| [a] Student generation rates provided by the Simi Valley General Plan EIR, June 2012. | | | |

As shown in Table 4.8.3-2 the project would generate approximately 56 students in the K-6 grade level, 11 students in 7-8 grade, and 25 students in the 9-12 range. **Table 4.9.3-3, Project Student Impacts,** evaluates the potential for project-related student generation to result in an over-capacity condition at area schools based on existing conditions.

**Table 4.8.3-3**
**Project Student Impacts**

| School Name | Student Capacity | 2017-2018 Enrollment | Currently Exceeds Capacity? | Project Generated Students | Enrollment with Project | Exceeds Capacity with Project? |
|---|---|---|---|---|---|---|
| Big Springs Elementary | 688 | 610 | No | 56 | 666 | No |
| Valley View Middle School | 1,694 | 1,222 | No | 11 | 1,233 | No |
| Simi Valley High School | 3,255 | 2,164 | No | 25 | 2,189 | No |
| Source: Nieto, Maria, Facilities Secretary, Simi Valley Unified School District, email correspondence with Envicom Corporation, April 16, 2018 | | | | | | |

The project would be required to provide payment of the appropriate residential and commercial/industrial development impact fees in effect at the time of project approval pursuant to California Government Code. Revenues received from development impact fees would provide SVUSD funding for future school facility construction, operation, and maintenance to accommodate future enrollment. Development impact fees paid pursuant to Senate Bill 50 (Government Code Section 65996) are deemed full and complete mitigation for impacts to school facilities caused by new development.

Based on the 2017-2018 school year enrollment and school capacity summarized in Table 4.8.3-3, with the addition of the proposed project the existing SVUSD schools would have adequate capacity to accommodate the project's expected student generation. The remaining excess student capacity at SVUSD schools after the addition of the proposed project's expected student generation would be 22 students at Big Springs Elementary, 461 students at Valley View, and 1,066 students at Simi Valley High. The school district would not need to construct additional or expanded facilities to adequately serve the project, and thus would not result in adverse physical impacts to the environment due to new or

physically altered facilities. As such, potential impacts regarding the need for new or expanded school facilities would be less than significant.

### *Mitigation Measures*

No mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.8.3-4 Cumulative Impacts

Under CEQA, a project's impact is cumulatively considerable when the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects and the effects of probable future projects.

In addition to the proposed project, additional student generation would result from other new development in the City. To determine potential future enrollment increases, student generation rates[28] were applied to residential projects in review, recently approved, or under construction as listed in the City of Simi Valley's Quarterly Development Summary - Fourth Quarter 2017.[29] For those projects within the service area of Big Springs Elementary, not including the proposed project, a total of 20 additional students would be expected. For those projects within the service areas for Valley View Middle School and Simi Valley High School, new development would add an additional 40 students and 84 students, respectively, as summarized in **Table 4.8.3-4, Cumulative Student Impacts**.

**Table 4.8.3-4**
**Cumulative Student Impacts**

| School Name | Student Capacity | Enrollment with Project | Remaining Capacity | Cumulative Student Generation[a] | Exceeds Capacity with Cumulative Projects? |
|---|---|---|---|---|---|
| Big Springs Elementary | 688 | 666 | 22 | 20 | No |
| Valley View Middle School | 1,694 | 1,233 | 461 | 40 | No |
| Simi Valley High School | 3,255 | 2,189 | 1,066 | 84 | No |

[a] Based on applicable generation rates for single-family, multi-family, and apartment residences, as provided by the Simi Valley General Plan EIR 2012.

The proposed project, as well as cumulative project developments, would be required to provide developer fees pursuant to California Government Code. As discussed above, pursuant to Government Code Section 65996, required payment of developer fees has been deemed to provide full and complete mitigation for impacts to school facilities caused by new development.

[28] City of Simi Valley, Simi Valley General Plan Environmental Impact Report, Chapter 4 (Section 4.14-Public Services), Schools, June 2012.

[29] City of Simi Valley, Development Summary and Maps, Fourth Quarter 2017, Accessed on April 19, 2018 at: http://www.simivalley.org/departments/environmental-services/planning-division/documents-applications-and-development-activity/development-summaries.

As shown in Table 4.8.3-4, based on the existing excess capacity of school facilities that would serve the project site, the addition of students generated by the proposed project, as well as cumulative projects (within the same school service areas) would not exceed existing capacity, and thus would not result in adverse physical impacts to the environment due to new or physically altered facilities. As such, the project's potential to result in a cumulatively considerable contribution to adverse physical impacts associated with new school facilities would be less than significant.

# 4.9 PARKS AND RECREATION

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street project to result in impacts to parks and recreation resources and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to recreation resources, where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

## 4.9.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Project Site*

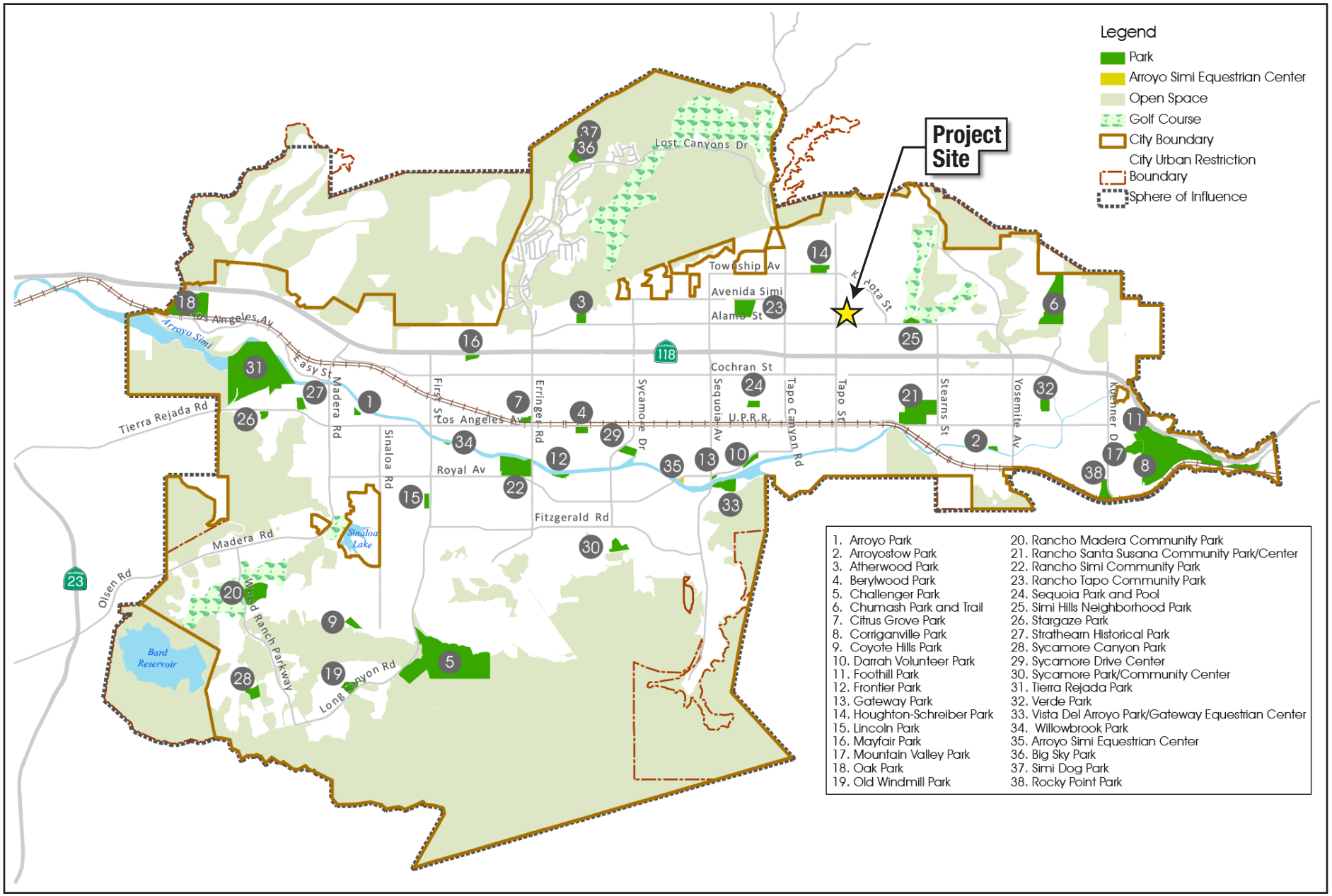
As described in Section 2.0, Project Description, the proposed project area is located in Simi Valley, and is currently occupied by the Belwood Center commercial shopping center. The immediate site vicinity is surrounded by urban development, consisting of multi and single-family housing as well as commercial developments. There are multiple parks, as shown in **Table 4.9-1, Simi Valley Parks and Facilities Near the Project Site,** and recreational facilities located near the proposed project area that fall under the jurisdiction of the Rancho Simi Recreation and Park District.

### *Rancho Simi Recreation and Park District*

The Rancho Simi Recreation and Park District (Park District) is an independent special district that owns, operates, and maintains parks and open space areas in the Cities of Simi Valley and Oak Park, and unincorporated areas in the vicinity.[1] It serves an area of approximately 113 square miles and an estimated population of 141,000 residents. The Park District maintains 1,212.3 acres of parklands within the City of Simi Valley and has preserved over 5,000 acres of open space that is now used for hiking, biking, horseback riding and wildlife preservation. [2] The location of the project area in relationship to the parks and open space provided by the Park District is provided in **Figure 4.9-1, Open Space, Parks and Community Centers.**

[1] Rancho Simi Recreation & Park District, Facts About Us, Accessed on January 12, 2018 at: http://www.rsrpd.org/about_us/index.php.

[2] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.15, Recreation, June 2012.




Source: Simi General Plan EIR, October 2006.



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## Open Space, Parks, and Community Centers

FEET 0 3,500 7,000

FIGURE 4.9-1

The Park District has defined five types of main parks within the area: community, neighborhood, special use, natural, and mini parks. As defined by the Simi Valley General Plan, the descriptions of these park classifications are as follows:[3]

- **Community** – Community parks are major recreational facilities that range in size from about 20-45 acres. They are generally centers of activity where individuals can find a variety of recreational activities, and generally serve a population of 15,000 to 25,000 people living within a 2-mile radius.
- **Neighborhood** – Neighborhood parks are designed to provide aesthetic value and allow active or passive recreation. They typically range from 2-20 acres and are intended to serve a population of 2,500-5,000 residents living within a 0.5-mile radius.
- **Special Use** – Special Use parks are provided for single purpose recreation activities, such as a golf course or equestrian center.
- **Natural** – Natural parks aim to preserve natural resources and provide space for informal play and passive enjoyment, such as hiking, biking or equestrian use.
- **Mini** – Mini parks are generally less than an acre in size and are designed to serve a limited group or population living within a very short distance.

The Park District owns 124.4 acres of community parks, 204.7 acres of neighborhood parks, 577 acres of natural parks, 304 acres of special use parks and 1.7 acres of mini parks in Simi Valley, totaling 1,212.3. Additionally, the Park District maintains a system of hiking and equestrian trails and bikeways within the City.[4] Table 4.9-1 summarizes the parks and facilities provided by the Park District within approximately 2.0 miles of the project site.

**Table 4.9-1**
**Simi Valley Parks and Facilities Near the Project Site**

| Name | Address | Amenities | Distance from Site |
|---|---|---|---|
| Houghton-Schrelber Park | 4333 Township Ave. | Barbeques, ½ basketball court, picnic tables, recreation building, tot lot, volleyball courts | 0.7 miles |
| Simi Hills Neighborhood Park & Public Golf Course | 5031 Alamo St. | Picnic benches, lagoon, public golf course | 1 mile |
| Rancho Tapo Community Park & Veterans Plaza | 3700 Avenida Simi | Barbeques, softball diamond, tennis courts, pickleball courts, basketball court, tot lot, bocce ball courts, fitness equipment area, picnic tables, pre-teen play area | 1.2 miles |
| Sequoia Park | 2150 Tracy Ave. | Picnic tables, barbeques, playground, Disc golf course | 1.8 miles |
| Rancho Santa Susana Community Park & Community Center | 5005 Los Angeles Ave. | Five full size soccer fields, three lighted softball fields | 1.8 miles |
| Source: Rancho Simi Recreation and Park District, Simi Valley Facilities, Accessed on January 12, 2018 at: http://www.rsrpd.org/simi_valley/index.php | | | |

[3] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.15, Recreation, June 2012.
[4] Ibid.

Recreational amenities provided at various Park District facilities include baseball/softball diamonds, basketball courts, golf courses, soccer fields, tennis courts, and volleyball courts, hiking and equestrian trails, bike paths, an amphitheater, barbecues, picnic pavilions, handicap accessible playgrounds, shuffleboard courts, and horseshoe pits. There are over 250 year-round recreation programs and classes offered to residents. Multiple community centers are also available for public use and contain amenities such as swimming pools, multipurpose rooms, and tot lots.

According to the City's General Plan EIR, the Park District considers five acres of parkland per 1,000 residents as the City's minimum parkland standard.[5] The City's population in 2018 as estimated by the California Department of Finance is approximately 128,760 people.[6] As shown in **Table 4.9-2, Existing Parkland Ratio in Simi Valley**, the current ratio of parkland to residents in the City is 9.5 acres per 1,000 residents, which exceeds the City's minimum standard for parkland provision.

**Table 4.9-2**
**Existing Parkland Ratio in Simi Valley**

| Population (2017) | Parkland (acres)[b] | Parkland per 1,000 Residents |
|---|---|---|
| 128,760[a] | 1,212.3 | 9.41 acres |

[a] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.
[b] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.15, Recreation, June 2012.

## Regulatory Setting

### *Federal*

Americans with Disabilities Act

The Americans with Disabilities Act (ADA) or 1990 (42 United States Code Section 12181) prohibits discrimination on the basis of disability in public accommodations and state and local government services. Pursuant to the ARA, the Architectural and Transportation Barriers Compliance Board issues guidelines to ensure that facilities, public sidewalks, and street crossings are accessible to individuals with disabilities. Recreation facilities proposed as part of the project must comply with the ADA requirements.

### *State*

Quimby Act

The Quimby Act was established by the California legislature in 1965 to provide parks for the growing communities in California. The Act authorizes cities to adopt ordinances addressing parkland and/or fees for residential subdivisions for the purpose of providing and preserving open space and recreational facilities and improvements. The Act requires the provision of 3-5 acres of park area per 1,000 persons residing within a subdivision, unless the amount of existing neighborhood and community park area exceeds that limit, in which case the City may adopt a higher standard not to exceed five acre per 1,000 residents. The Quimby Act also specifies acceptable uses and expenditures of such funds.

[5] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.15, Recreation, June 2012.
[6] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018..

### *Regional and Local*

Simi Valley Municipal Code

Simi Valley Municipal Code Title 10 (Parks and Recreation) applies to all public schools and open space areas which are now or which may hereafter be within the City, including all grounds, roadways, avenues, parks, buildings, campgrounds, swimming pools, equestrian trails, bicycle trails, hiking trails, school facilities when they are in use as recreational or educational facilities, and areas under the control, management, or direction of the Simi Valley Unified School District or the Rancho Simi Recreation and Park District. The provisions of this chapter govern the use of all such public school facilities and recreation and park areas, and the observance of such provisions is a condition under which the public may use such recreation and park areas.

Chapter 9-68 (Dedication of Land for Park and Recreation Purposes) of the City of Simi Valley Municipal Code requires that for all subdivisions requiring a Tentative Map, approval is required to dedicate land and/or payment of fees to the Rancho Simi Park and Recreation District for recreational purposes. The amount of land dedicated or amount of fee in lieu of dedication is determined based on the population generated and computed based on five acre per 1,000 persons.

## 4.9.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to parks and recreation has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a significant impact to recreation resources when the proposed project has potential to:

- 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.
- Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

## 4.9.3 Project Impacts and Mitigation Measures

### Impact REC-1: Use of Recreation Resources

The proposed project would potentially have a significant impact to recreation resources if the project would 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. For purposes of this analysis, a determination of an adverse increase in use of existing parks will be based on the City's ability to continue to provide a minimum of five acre of parkland per 1,000 residents in the project site vicinity.

As discussed in Existing Conditions, the current ratio of parkland to residents within the City is 9.41 acres per 1,000 residents, which is far above the City's minimum parkland standard of five acre per 1,000 residents. The proposed project would introduce 278 residential units, which would add an estimated 848 residents to the City (3.05 persons per residence[7]). This increase would result in a ratio of 9.35 acres of parkland per 1,000 residents, which would not substantially alter the ratio of parkland per resident within the City, and the City's parkland provision standards would still be met. The project would include onsite recreation amenities for use by future residents of the project, with playground equipment, outdoor barbecue grills, and shaded seating areas to be located within 12 courtyard areas of the buildings second

[7] State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.

floor podium level, totaling 60,543 square feet (1.4 acres). The provision of onsite recreation amenities would reduce the project's potential to increase use of existing parks. Additionally, pursuant to applicable codes, development projects requesting tentative tract map approval are required to dedicate land or provide development fees to the Park District to offset potential increases in use of recreation resources. As the project would not cause an increase in population that could result in a deficiency of parkland resources, and the project would provide onsite recreation resources, the project's potential environmental impacts regarding provision of recreation resources would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

### Impact REC-2: Construction of Recreational Facilities

The proposed project would potentially have a significant impact to recreation resources if the project would include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

As previously discussed, the current ratio of parkland to residents within the City far exceeds the City's standard, and the proposed project would not result in the need to construct additional offsite recreational facilities. The project would provide recreational amenities within the project site consisting of open space areas on the second level. Provision of these open space areas within the proposed project would not result in adverse physical effects on the environment. Therefore, potential impacts would be less than significant.

### *Mitigation Measures*

Impacts would be less than significant, and therefore no mitigation is required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.9.4 Cumulative Impacts

Continued development and growth throughout the City would contribute to greater demand for parks and recreational facilities. Based on the City of Simi Valley's Quarterly Development Summary[8], which includes projects that are approved and awaiting approval (see Chapter 3.0 Cumulative Projects), there are numerous residential projects approved for construction also located near the project site. However, the current supply of parkland resources provided by Park District exceed the City's standard of five acres per 1,000 persons by a substantial margin. With the current level of parkland inventory, the Park District would continue to meet its parkland resources standard, even if cumulative development were to result in an additional 100,000 residents. As such the project would not result in a cumulatively considerable contribution to substantial recreation facility impacts. In addition, the City requires future developers proposing subdivisions requiring a Tentative Map approval within the City to either dedicate land for park facilities or pay a fee in lieu of providing parkland, which would offset recreation impacts of individual

[8] City of Simi Valley, Development Summary and Maps, Fourth Quarter 2017, Accessed on April 19, 2018 at: http://www.simivalley.org/departments/environmental-services/planning-division/documents-applications-and-development-activity/development-summaries.

projects. Therefore, potential cumulative impacts regarding the City's provision of parkland would be less than significant.

# 4.10 TRANSPORTATION AND TRAFFIC

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo-Alamo Street project to result in impacts to transportation and traffic, and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to transportation and traffic where warranted. The analysis provided in this section is primarily based on the project's Traffic Impact Report, prepared by LSA, dated May 2018,[1] which is included in **Appendix F**.

## 4.10.1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

## Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site.

### *Project Study Area*

The project site is located in the northeast portion of the City of Simi Valley at the northeast corner of the intersection of Tapo Street and Alamo Street, and is bounded by Tapo Street to the west, Alamo Street to the south, and existing multi-family residential developments to the north and east. The project site is currently developed with a commercial shopping center (Belwood Center), which consists of approximately 77,911 square feet of commercial space, which is currently predominantly vacant. The southwest corner of the site is currently undeveloped and is fenced off from public access, although this portion of the site had previously been developed with a gas station that was removed.

The project's Traffic Impact Report evaluated existing conditions and potential traffic effects of the proposed project on the roadway network within a study area defined by the City's Traffic Engineer, which includes the following intersections:

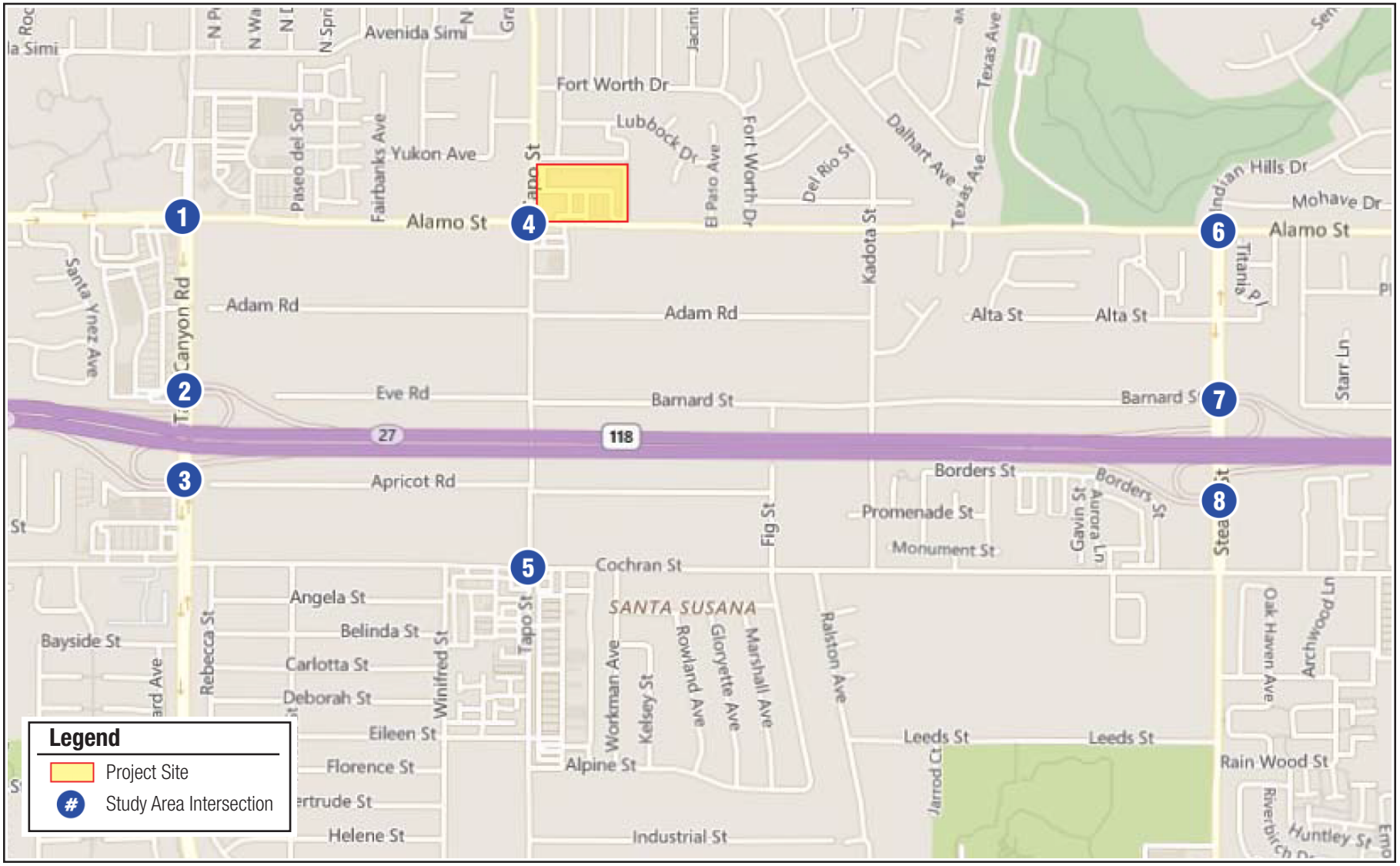
1. Tapo Canyon Road/Alamo Street;
2. Tapo Canyon Road/SR-118 westbound ramps;
3. Tapo Canyon Road/SR-118 eastbound ramps;
4. Tapo Street/Alamo Street;
5. Tapo Street/Cochran Street;
6. Stearns Street/Alamo Street;
7. Stearns Street/SR-118 westbound ramps; and
8. Stearns Street/SR-118 eastbound ramps.

**Figure 4.10-1, Study Area Intersections**, provides a map of the study area intersection locations and associated roadway network in relation to the project site location. All of the study intersections are controlled by traffic signals.

### *Existing Street System*

Regional access to the project site is provided by SR-118 freeway (SR-118), via existing on- and off-ramps at Tapo Canyon Road to the west and Stearns Street to the east.

[1] LSA, Traffic Impact Report Alamo Street Mixed Use City of Simi Valley Ventura County, California, May 2018.




Source: LSA, Traffic Impact Report, May 2018.



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## Study Area Intersections

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FIGURE 4.10-1

The General Plan's roadway designations[2] for the study area roadways are provided below:

- Tapo Street: A north-south Secondary Arterial roadway that lies adjacent to the western boundary of the project site, and consists of an undivided four-lane roadway, with sidewalks on both sides of the street. Although the Bicycle Master Plan indicates that this street is designated to have Class II bike lanes, there are no striped bike lanes on this roadway along the immediate frontage of the project site. A raised median in this roadway extends from the Alamo Street intersection approximately 230 feet, limiting turning movements at the project's southern driveway on Tapo Street to right-in and right-out movements only.
- Alamo Street: An east-west Secondary Arterial roadway that lies adjacent to the southern boundary of the project site, with sidewalks and bike lanes on both sides of the street. In the project vicinity, Alamo Street is a four-lane roadway divided by a two-way left-turn lane.
- Tapo Canyon Road: A north-south Primary Arterial Roadway that lies west of the project site, with on-, off-ramps to the SR-118 freeway.
- Stearns Street: A Secondary Arterial roadway that lies east of the project site, with on-, off-ramps to the SR-118 freeway.
- Cochran Street: an east-west Secondary Arterial roadway that lies south of the SR-118 freeway.

The Ventura County Transportation Commission's Congestion Management Plan (CMP) designates Tapo Canyon Road (between SR-118 freeway to Los Angeles Avenue) and SR-118 freeway (between SR-126 to the Los Angeles County Line) as part of the CMP network. The SR-118 freeway ramp intersections (i.e., study area intersections 2, 3, 7, and 8) are also part of the CMP network.

### *Existing Trip Generation*

To determine the existing conditions (baseline) traffic volumes that are generated by existing commercial uses at the level of occupancy that currently exists,[3] vehicle turning volumes were measured at the five driveways that access the site during the peak morning (7:00 a.m. – 9:00 a.m.) and evening (4:00 p.m. – 6:00 p.m.) commute periods on March 6, 2018. Based on the measured trip volumes, the current uses and level of occupancy generate 1,179 average daily trips (ADT), including 33 morning peak hour trips, and 119 evening peak hour trips.

### *Existing Intersection Operations*

Traffic counts were taken at each of the study area intersections during the peak morning and evening commute periods on March 6, 2018 to determine current traffic volumes on the roadway network. The traffic counts showed that each of the study intersections and Caltrans ramp intersections operate at an acceptable Level of Service (LOS) (i.e. LOS C or better) in the AM and PM peak hours. As discussed below in Methodology, LOS C represents stable operating conditions.

To address public comments provided to the City during the Notice of Preparation (NOP) comment period regarding school commute time traffic, traffic counts were also taken at the Tapo Street/Alamo Street intersection during the peak morning and afternoon school commute periods, which occur at 7:15 a.m. to 8:15 a.m., and at 2:15 p.m. to 3:15 p.m., respectively. Based on the measured traffic volumes, the Tapo Street/Alamo Street intersection operates at LOS A under existing conditions during the peak morning and afternoon school commute periods. As discussed below in Methodology, LOS A indicates that no approach phase (i.e., direction of travel approaching an intersection) is fully utilized by traffic, and nearly all drivers find freedom of operation.

[2] City of Simi Valley, General Plan, June 2012. Mobility and Infrastructure Element.
[3] Current level of occupancy is roughly equivalent to the level of occupancy that existed at the time the NOP for this EIR was circulated.

### *Pedestrian Use*

Pedestrian crossings at the Tapo Street/Alamo Street intersection were observed during the peak morning and afternoon school commute periods, which occur at 7:15 a.m. to 8:15 a.m., and at 2:15 p.m. to 3:15 p.m., respectively. The Tapo Street/Alamo Street intersection is provided with striped and signalized crosswalks along all four sides of the intersection, and lies approximately 0.60 miles south of Valley View Middle School. During the observed periods, a total of five pedestrians crossed the intersection during the peak morning school commute hour, and a total of 37 pedestrians crossed the intersection during the afternoon peak school commute hour. Pedestrians crossing the intersection in the afternoon primarily crossed from north to south on the west side of the intersection.

Pedestrian crossings at the Tapo Street/Adam Road intersection, located approximately one block south of the Tapo Street/Alamo Street intersection were also observed during the peak morning and afternoon school commute hours. During the morning peak hour, a total of nine pedestrians crossed the Tapo Street/Adam Road intersection during the morning peak hour, and 15 pedestrians crossed the intersection during the afternoon peak hour. There are no designated east/west pedestrian crossings of Tapo Street at the Tapo Street/Adam Road intersection, and all pedestrian crossings at this intersection crossed Adam Road from north to south, or south to north along either side of Tapo Street.

## Regulatory Setting

### *State*

Senate Bill 743

Senate Bill 743 (SB 743), which became effective in January of 2014, requires the Governor's Office of Planning and Research (OPR) to streamline the review of several types of development projects that are subject to the requirements of CEQA, including the development of infill projects in transit priority areas, as well as to shift the focus of transportation analysis away from driver delay and toward the reduction of GHGs, creation of multimodal networks, and promotion of mixed-use developments. SB 743 will result in a change in how impacts relative to transportation and traffic are determined, through the use of new methodologies for traffic analyses. Whereas the CEQA review of transportation and traffic impacts currently focuses on the delay that vehicles experience at intersections and on roadway segments, which is often measured using LOS, SB 743 will focus the analyses on the reduction of Vehicle Miles Travelled (VMT).

Although originally scheduled to be fully implemented in the CEQA guidelines by January 1, 2016, an extension has allowed individual cities more time to establish a revised traffic analysis methodology in response to SB 743. As is the case, the proposed project's traffic analysis relies on the LOS measurements.

### *Local*

Southern California Association of Governments (SCAG)

In April 2016, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS): A Plan for Mobility, Accessibility, Sustainability and a High Quality of Life. The RTP/SCS is updated every four years and sets policies, strategies, and projects for Southern California's future mobility, housing, economic, environmental, and public health goals. It is a collaborative planning document for the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.[4]

[4] Southern California Association of Governments, 2016-2040 RTP SCS, What's the 2016 RTP/SCS?, Accessed on March 15, 2018 at: http://scagrtpscs.net/Pages/2016RTPSCS.aspx.

Ventura County Congestion Management Program

Pursuant to the passing of Proposition 111 in June of 1990, a CMP is required by every county in the state with an urbanized area of 50,000 in population. In Ventura County, the Ventura County Transportation Commission (VCTC) is the Congestion Management Agency (CMA) that prepares the CMP. CMP regulations set a framework to create specific policies and programs for a more effective transportation system.[5]

A CMP road network map was developed in 1991 as part of the first CMP to monitor, identify, and remedy principal arterial road segments. Within the project study area, Tapo Canyon Road and Stearns Street are designated CMP network road segments, both from SR-118 freeway to Los Angeles Avenue. The report evaluates the status of the County's highway and roadway system, and projects trends to address future transportation issues.

Simi Valley General Plan

The Simi Valley General Plan provides goals and policies for the City of Simi Valley to establish a comprehensive and consistent framework for land use decision-making. Chapter 5, Mobility and Infrastructure, includes the goals and policies that pertain to the analysis in this section. Goal M-4, Level of Service, aims for efficient movement of vehicles, people, and other modes of travel along City streets by maintaining acceptable levels of service at intersections.[6] The corresponding policy is shown below:

**Policy M-4.1** **Level of Service (LOS)**. Design the vehicular circulation system to operate with intersections at LOS C or better during peak traffic periods. Street intersections may operate on an interim basis at LOS D during peak hours around major industrial, commercial, and mixed-use centers where the short-term attainment of LOS C may be impractical or not attainable without mitigation that has a far greater negative impact than allowing for a greater level of service. Projected LOS E or F operation at any time of day will not be acceptable.

Simi Valley Bicycle Master Plan

The Simi Valley Bicycle Master Plan identifies facilities and programs to improve bicycling within Simi Valley. Projects identified and recommended within the Simi Valley Bicycle Master Plan are given priority for state and federal funding. The document is also used as a planning tool to implement short term and long-term recommendations to develop new and redevelop bicycle facilities.[7]

## 4.10.2 Thresholds of Significance

The potential for the proposed project to result in impacts related to transportation and traffic has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist, the Simi Valley General Plan, and the Caltrans thresholds. According to Appendix G, the proposed project would be considered to have a significant impact associated with transportation if the proposed project would:

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

[5] Ventura County Transportation Commission, 2009 Update Ventura County Congestion Management Program, July 2009.
[6] City of Simi Valley, Simi Valley 2030 General Plan Update, June 2012.
[7] City of Simi Valley, Simi Valley Bicycle Master Plan, December 2008.

- 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; or
- 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; or
- Substantially increase hazards due to a design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or
- Result in inadequate emergency access; or
- Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

In assessing impacts related to transportation and traffic, Appendix G will be used as the thresholds of significance. The impact analysis will also incorporate the thresholds established by the City of Simi Valley. As summarized in **Table 4.10-1, Significance Thresholds**, the City of Simi Valley defines a significant impact as project traffic causing an intersection to fall below LOS C, or an increase of v/c ratio by 0.01 or more if the intersection is operating at LOS D or worse in the baseline condition.[8] CMP intersections are held to a standard of LOS E or better. Ramp intersections off of SR-118 freeway are Caltrans ramp intersections and analyzed using the Highway Capacity Manual (HCM) methodology, which considers LOS D or better to be acceptable.

**Table 4.10-1**
**Significance Thresholds**

| **Existing LOS** | **Significant Impact** |
|---|---|
| City Streets | |
| A, B or C | Project causes LOS to fall below C |
| D or Worse | Project causes V/C ratio to increases by 0.01 or more |
| CMP Intersections | Project causes LOS to fall to worse than E |
| Caltrans ramp intersections | Project causes LOS to fall below D (using HCM method) |

The project is located over 13 miles from the nearest airport, which is the Van Nuys Airport. As the project would not result in a change with respect to air traffic patterns or being in a location that results in substantial safety risks, the project would have no impact in this regard. Therefore, no further analysis of this project's effect on air traffic patterns will be discussed.

[8] General Plan Policy M-4.1 states that street intersections of the City's vehicular circulation system may operate on an interim basis at LOS D during peak hours around major industrial, commercial, and mixed-use centers where the short-term attainment of LOS C may be impractical or not attainable without mitigation that has a far greater negative impact.

## 4.10.3 Project Impacts and Mitigation Measures

### Impact Traffic-1 Measures of Effectiveness (LOS)

The proposed project would have a potentially significant impact if it conflicts with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit.

The City has established an LOS of C as an acceptable operating conditions for intersections. LOS is a qualitative assessment of the quantitative effects of such factors as traffic volume, roadway geometrics, speed, delay, and maneuverability on roadway and intersection operations. **Table 4.10-2, Level of Service Description for Signalized Intersections**, presents traffic descriptions for LOS criteria for signalized intersections.

**Table 4.10-2**
**Level of Service Description for Signalized Intersections**

| LOS | Description |
|---|---|
| A | No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation. |
| B | This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles. |
| C | This level still represents stable operating conditions. Occasionally, drivers may have to wait through more than one red signal indication, and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so. |
| D | This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups. |
| E | Capacity occurs at the upper end of this service level. This level represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is attained no matter how great the demand. |
| F | This level describes forced-flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, speed can drop to zero. |

Study area intersections were analyzed using the intersection capacity utilization (ICU) methodology. This methodology compares the volume-to-capacity (v/c) ratios of conflicting turn movements at an intersection, sums up these critical conflicting v/c ratios for each intersection approach, and determines the overall ICU. The resulting ICU is expressed in terms of LOS, where LOS A represents free-flow activity and LOS F represents overcapacity operation. The relationship between LOS and ICU values are shown below in **Table 4.10-3, Level of Service for Intersection Capacity Utilization**.

**Table 4.10-3**
**Level of Service for Intersection Capacity Utilization**

| Level of Service | Intersection Capacity Utilization |
|---|---|
| A | ≤ 0.600 |
| B | 0.601-0.700 |
| C | 0.701-0.800 |
| D | 0.801-0.900 |
| E | 0.901-1.000 |
| F | > 1.000 |

In addition to the evaluation of intersection operations using ICU methodology, the operations of signalized intersections at freeway interchanges in the study area were also evaluated using the Highway Capacity Manual (HCM) methodology, which looks at delay (in seconds per vehicle), as opposed to capacity. The resulting delay is expressed in terms of LOS, much like the ICU methodology. The relationship of delay to LOS using the HCM methodology is illustrated in **Table 4.10-4, Level of Service for Signalized Intersection Delay**.

**Table 4.10-4**
**Level of Service for Signalized Intersection Delay**

| Level of Service | Signalized Intersection Delay (seconds) |
|---|---|
| A | ≤ 10.0 |
| B | > 10.0 and ≤ 20.0 |
| C | > 20.0 and ≤ 35.0 |
| D | > 35.0 and ≤ 55.0 |
| E | > 55.0 and ≤ 80.0 |
| F | > 80.0 |

Project Trip Generation, Distribution, and Assignment

Trip rates contained in the Institution of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, were used to calculate the potential trip generation for the proposed 278 apartments and 8,100 sf of commercial use shown in **Table 4.10-5, Project Trip Generation**. As shown in Table 4.10-5, the proposed project is forecast to generate 3,123 ADT, including 284 AM peak-hour trips (128 inbound and 156 outbound), and 240 PM peak-hour trips (138 inbound and 102 outbound). As discussed above in Existing Conditions, trip counts were taken on March 6, 2018 at each of the existing use driveways to determine the trip volumes currently generated by the existing use on the site. Based on the current trip counts, the existing use generates 1,179 ADT, with 33 AM peak hour trips and 119 PM peak hour trips. The proposed project's net trip generation was then calculated by subtracting trip volumes generated from the existing land uses from the trip volumes generated by the proposed land uses. As shown in Table 4.10-5, the project's net additional trips would be 1,944 ADT, including 251 AM peak-hour trips (107 inbound and 144 outbound), and 121 PM peak-hour trips (79 inbound and 42 outbound). The project's net new trips were then distributed by percentages for origins and destinations based on the location of the project and the local travel patterns, to evaluate the effects of the project's net traffic increase on the LOS at study area intersections. Using the distribution percentages, the project's net new vehicle trips were then assigned to each study area intersection and associated turning movement where trips generated by the project would be projected to pass through.

**Table 4.10-5**
**Project Trip Generation**

| Land Use | Size | Unit | ADT | AM Peak Hour | | | PM Peak Hour | | |
|---|---|---|---|---|---|---|---|---|---|
| | | | | In | Out | Total | In | Out | Total |
| **Proposed Uses [a]** | | | | | | | | | |
| Multi-Family Residential | 278 | DU | 2,035 | 31 | 97 | 128 | 97 | 58 | 155 |
| Commercial | 8.100 | TSF | 1,088 | 97 | 59 | 156 | 41 | 44 | 85 |
| **Total** | | | **3,123** | **128** | **156** | **284** | **138** | **102** | **240** |
| **Existing Uses [b]** | | | | | | | | | |
| Shopping Center | | | 1,179 | 21 | 12 | 33 | 59 | 60 | 119 |
| **Net Increase** | | | **1,944** | **107** | **144** | **251** | **79** | **42** | **121** |

Source: LSA, Traffic Impact Report, Alamo Street Mixed Use Simi Valley, California, May 2018.
[a] Trip Rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (2017).
- Multi-family Housing (Low Rise) Land Use Code 220
- Shopping Center Land Use Code 820

[b] Existing driveway volumes were collected on Tuesday, March 6, 2018 to determine trip generation of the currently occupied portion of the shopping center.
DU = dwelling unit
TSF = thousand square feet

Impacts are identified by project traffic causing an intersection to fall below LOS C, or an increase of v/c ratio by 0.01 or more if the intersection is operating at LOS D or worse in the baseline condition. As discussed above in Existing Conditions, and as shown in **Table 4.10-6, Existing Conditions and Existing Plus Project LOS,** all of the study area intersections currently operate at LOS C or better during both the AM and PM peak hours.

Existing With Project Impacts

To determine the LOS conditions that would result from the addition of project-related traffic, each of the study area intersections were evaluated to determine the existing with project conditions v/c ratio (ICU methodology) and the resulting LOS, and the change in v/c ration compared to existing conditions without the project. For study area intersections that are also associated with freeway ramps, the existing with project LOS was also evaluated based on delay at those intersections (HCM methodology) compared to the existing conditions. Table 4.10-6, Existing Conditions and Existing Plus Project LOS, summarizes the LOS under both the existing and existing with project scenarios for the a.m. and p.m. peak-hours, which shows that under both scenarios, all study area intersections would continue to operate at acceptable LOS (i.e., LOS C or better), and no significant impacts would occur.

Future (2030) With Project Impacts

To determine the project's traffic effects on future LOS conditions, operations of the study area intersections were evaluated for the year 2030, which is the City's General Plan buildout year.

The Simi Valley Transportation Model and LOS Analysis Update provided by the City's Traffic Engineer, which includes year 2030 forecasts from the Simi Valley Transportation Analysis Model (SVTAM) updated for the City's latest General Plan update, was used to evaluate traffic volumes and geometrics for the future (2030) with project scenario. As the SVTAM 2030 forecast represents the buildout of the City's General Plan land uses, the projections incorporated in the model represent future conditions with the project site's existing commercial space (Belwood Shopping Center) fully occupied and operational. As reported in a

previous traffic level analysis provided by LSA for the proposed project,[9] the existing commercial center, assuming full occupancy and use, would generate 5,774 ADT,[10] which would be considerably more than the proposed project's trip generation of 3,123 ADT. Therefore, traffic volumes that would be generated by the proposed project (and more) is included in the SVTAM year 2030 forecast traffic volumes. In accordance with the City's guidelines, the Traffic Impact Report evaluated potential future (2030) impacts by subtracting the proposed project-related trips from the modeled future (2030) with project volumes to calculate the traffic volumes for the future (2030) without project scenario. The resulting LOS and change in v/c for the future (2030) with project scenario compared to the future (2030) without project scenario are summarized in **Table 4.10-7, Future (2030) and Future (2030) With Project LOS.** For study area intersections that are also associated with freeway ramps, the Future (2030) With Project scenario LOS was also evaluated based on delay at those intersections (HCM methodology) compared to the Future (2030) Without Project scenario. As shown in Table 4.10-7, the project's effects on LOS at all study area intersections would be less than significant.

[9] LSA, Alamo Street Mixed Use Project Access Analysis, March 24, 2017.

[10] Based on trip rates provided by Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition (2012) Land Use Code (820) - General Retail.

**Table 4.10-6**
**Existing Conditions and Existing Plus Project LOS**

| Study Intersection No. | Intersection | Existing Conditions | | | | Existing Plus Project | | | | Peak-Hour Δ ICU or Delay | | Significant Impact? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | | | | |
| | | ICU/Delay | LOS | ICU/Delay | LOS | ICU/Delay | LOS | ICU/Delay | LOS | AM | PM | AM | PM |
| 1 | Tapo Canyon Rd at Alamo St | 0.43 | A | 0.43 | A | 0.44 | A | 0.45 | A | 0.01 | 0.02 | No | No |
| 2 | Tapo Canyon Rd at SR-118 WB ramps | 0.46 | A | 0.63 | B | 0.46 | A | 0.63 | B | 0.00 | 0.00 | No | No |
| | *HCM* | *18.2* | *B* | *21.0* | *C* | *18.1* | *B* | *20.9* | *C* | *-0.1* | *-0.1* | No | No |
| 3 | Tapo Canyon Rd at SR-118 EB Ramps | 0.45 | A | 0.52 | A | 0.46 | A | 0.54 | A | 0.01 | 0.02 | No | No |
| | *HCM* | *15.1* | *B* | *16.4* | *B* | *15.1* | *B* | *16.4* | *B* | *0.0* | *0.0* | No | No |
| 4 | Tapo St at Alamo St | 0.47 | A | 0.39 | A | 0.51 | A | 0.40 | A | 0.04 | 0.01 | No | No |
| 5 | Tapo St at Cochran St | 0.42 | A | 0.49 | A | 0.42 | A | 0.49 | A | 0.00 | 0.00 | No | No |
| 6 | Stearns St/Alamo St | 0.45 | A | 0.33 | A | 0.49 | A | 0.36 | A | 0.04 | 0.03 | No | No |
| 7 | Stearns St at SR-118 WB ramps | 0.39 | A | 0.37 | A | 0.39 | A | 0.37 | A | 0.00 | 0.00 | No | No |
| | *HCM* | *12.1* | *B* | *13.6* | *B* | *12.0* | *B* | *13.6* | *B* | *-0.1* | *0.0* | No | No |
| 8 | Stearns St at SR-118 EB ramps | 0.43 | A | 0.42 | A | 0.43 | A | 0.42 | A | 0.00 | 0.00 | No | No |
| | *HCM* | *9.5* | *A* | *11.5* | *B* | *9.6* | *A* | *11.5* | *B* | *0.1* | *0.0* | No | No |

Source: LSA, 2018
EB = Eastbound; WB = Westbound
HCM = Highway Capacity Manual; ICU = Intersection Capacity Utilization
LOS = Level of Service; Δ = Change

**Table 4.10-7**
**Future (2030) and Future (2030) With Project LOS**

| Study Area No. | Intersection | Year 2030 Without Project | | | | Year 2030 With Project | | | | Peak-Hour Δ ICU or Delay | | Significant Impact? | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | AM Peak Hour | | PM Peak Hour | | AM Peak Hour | | PM Peak Hour | | | | | |
| | | ICU/Delay | LOS | ICU/Delay | LOS | ICU/Delay | LOS | ICU/Delay | LOS | AM | PM | AM | PM |
| 1 | Tapo Canyon Rd/Alamo St | 0.45 | A | 0.51 | A | 0.46 | A | 0.53 | A | 0.01 | 0.02 | No | No |
| 2 | Tapo Canyon Rd/SR-118 WB ramps | 0.66 | B | 0.57 | A | 0.66 | B | 0.57 | A | 0.00 | 0.00 | No | No |
| | *HCM* | *23.9* | *C* | *18.9* | *B* | *23.9* | *C* | *18.9* | *B* | *0.0* | *0.0* | No | No |
| 3 | Tapo Canyon Rd/SR-118 EB Ramps | 0.47 | A | 0.66 | B | 0.46 | A | 0.67 | B | -0.01 | 0.01 | No | No |
| | *HCM* | *14.5* | *B* | *20.1* | *C* | *14.6* | *B* | *20.5* | *C* | *0.1* | *0.4* | No | No |
| 4 | Tapo St/Alamo St | 0.51 | A | 0.48 | A | 0.55 | A | 0.49 | A | 0.04 | 0.01 | No | No |
| 5 | Tapo St/Cochran St | 0.51 | A | 0.56 | A | 0.51 | A | 0.56 | A | 0.00 | 0.00 | No | No |
| 6 | Stearns St/Alamo St | 0.44 | A | 0.43 | A | 0.47 | A | 0.44 | A | 0.03 | 0.01 | No | No |
| 7 | Stearns St/SR-118 WB ramps | 0.38 | A | 0.40 | A | 0.39 | A | 0.43 | A | 0.01 | 0.03 | No | No |
| | *HCM* | *10.9* | *B* | *13.2* | *B* | *10.9* | *B* | *13.5* | *B* | *0.0* | *0.3* | No | No |
| 8 | Stearns St/SR-118 EB ramps | 0.35 | A | 0.37 | A | 0.35 | A | 0.38 | A | 0.00 | 0.01 | No | No |
| | *HCM* | *7.6* | *A* | *8.0* | *A* | *7.5* | *A* | *8.0* | *A* | *-0.1* | *0.0* | No | No |

Source: LSA, 2018
EB = Eastbound; WB = Westbound
HCM = Highway Capacity Manual; ICU = Intersection Capacity Utilization
LOS = Level of Service; Δ = Change

School Peak Hour LOS

In addition to the evaluation of peak hour traffic discussed above, pursuant to scoping comments provided for the EIR, the Traffic Impact Report also analyzed LOS at the intersection of Tapo Street and Alamo Street during peak school commute hours. Traffic counts were taken on a Tuesday, March 6, 2018 during the morning peak school student drop off hour (7:15 a.m. to 8:15 a.m.) and the afternoon peak school student pick up hour (2:15 p.m. to 3:15 p.m.). As shown in **Table 4.10-8, Peak School Commute Hour LOS,** during peak school commute hours, the intersection at Tapo Street and Alamo Street operate at LOS A under existing conditions. As shown in Table 4.10-2, LOS A conditions are described as follows:

> *LOS A - No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.*

**Table 4.10-8**
**Peak School Commute Hour LOS**

| Study Intersection No. | Intersection | March 6, 2018 (Tuesday) | | | |
|---|---|---|---|---|---|
| | | Morning Peak Hour (7:15 a.m. to 8:15 a.m.) | | Afternoon Peak Hour (2:15 p.m. to 3:15 p.m.) | |
| | | ICU | LOS | ICU | LOS |
| 4 | Tapo St at Alamo St | 0.47 | A | 0.47 | A |
| Source: LSA, 2018. | | | | | |

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Traffic impacts regarding LOS measures of effectiveness for performance of the circulation system based on existing and future (2030) conditions would be less than significant before mitigation.

## Impact Traffic-2 Congestion Management Program

The proposed project would have a potentially significant impact if it conflicts with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. The Ventura County Transportation Commission's CMP designates Tapo Canyon Road (between SR-118 freeway to Los Angeles Avenue) and SR-118 freeway (between SR-126 to the Los Angeles County Line) as part of the CMP network. The SR-118 freeway ramp intersections (i.e., study area intersections 2, 3, 7, and 8) are also part of the CMP network.

The thresholds set within the Ventura County CMP are to a standard of LOS E or better. As shown in Tables 4.10-6 and 4.10-7, all of the study area intersections that are also part of the CMP network associated with SR-118 freeway ramp intersections (i.e., study area intersections 2, 3, 7, and 8), would continue to operate at LOS C or better (based on City and Caltrans' methodologies). As such, the project would not cause a CMP facility to fall below LOS E under the existing with project and Future (2030) with project scenarios, and thus would not be below the standards of the Ventura CMP. Since all study area intersections would continue to operate at satisfactory LOS with addition of the proposed project, the Traffic Impact Report

concludes that the project would be consistent with CMP standards. Therefore, the project would have a less than significant impact to conflicting with an applicable congestion management program.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts regarding CMP facilities would be less than significant before mitigation.

## Impact Traffic-3 Traffic Hazards or Incompatible Uses

The proposed project would have a potentially significant impact if it would substantially increase hazards due to a design feature or incompatible uses. The project would redevelop an infill property, removing an existing commercial shopping center, and constructing a residential apartment building and retaining a small portion of the existing commercial use. The existing commercial center is currently served by two existing driveways providing access from Tapo Street and three driveways with access from Alamo Street. Neither of the adjacent roadways feature sharp curves, and are primarily straight roadways in the vicinity. Traffic control in the vicinity is provided by a traffic signal located at the intersection of the two roadways at the southwestern corner of the project site. A raised median on Tapo Street that extends from Alamo Street to just north of the southwestern access to the existing use restricts turns from that driveway to right-in, right-out movements. Existing curb cuts near the southwest corner of the project site associated with previous uses of the vacant and fenced portion of the project site would be removed, and would not provide access to the proposed project.

The project would not substantially increase traffic hazards associated with introduction of an incompatible land use (e.g., use of farm equipment on roadways), as the proposed residential and commercial uses would be consistent with existing uses on and/or adjacent uses. Short-term construction activities would require trucks delivering equipment and materials; however, the project would not require extensive soil export hauling, the site is not located on a curved roadway, or an area with limited visibility for approaching vehicles that could substantially increase hazards. The following discussions summarize additional analysis of potential traffic hazards provided by the project's Traffic Impact Report, some of which address concerns or suggestions provided in public comments during the Notice of Preparation scoping comment period for the EIR.

Sight Distance Analysis

The Traffic Impact Report provides a sight distance analysis for the three project driveways and the parking structure gated access points, which evaluated the stopping sight distance that would be available at each proposed access point. According to the Highway Design Manual,[11] stopping sight distance is the minimum sight distance for a given design speed to be provided on multilane highways and on 2-lane roads. In the project vicinity, the Tapo Street and Alamo Street speed limits are 45 mph. The stopping sight distance for a roadway with the speed limit of 45 mph is 360 feet.[12] For the internal parking structure access points, a speed limit of 15 mph was used, which requires a stopping sight distance of 100 feet. **Figure 4.10-2, Sight Distance Analysis**, shows the sight distances along Tapo Street, Alamo Street, and the project site drive aisles. No sight distance obstructions are located at the proposed project driveways. Therefore, the stopping sight distance along Tapo Street and Alamo Street from project driveways, as well as stopping sight distances within the project drive aisles from gated garage entrances would meet the requirements.

[11] Caltrans Highway Design Manual, 2017, Chapter 200 Index 201.1.
[12] Caltrans, Highway Design Manual, November 20, 2017, Table 201.1.

Source: LSA, Traffic Impact Report, May 2018.



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# Sight Distance Analysis

FEET 0 100 200

FIGURE 4.10-2

Driveway Queuing Analysis

A total of three driveways would provide access to the site, including two at Tapo Street, and one at Alamo Street. The two access points at Tapo Street would consist of a full-access driveway at the northwestern corner of the project site, and a right-in, right-out driveway on the western project boundary between the residential and commercial uses. The proposed driveway at Alamo Street would be a full-access driveway at the southeast corner of the site. The proposed garage structure would be accessed by residents via gates at the west and east ends of the garage. A third garage entrance would access the guest/visitor parking portion of the garage near the western residential entry gate. Parking for the commercial use would consist of surface lot spaces around the perimeter of the commercial use structure. Additional resident parking will consist of surface lot spaces along the northern and eastern perimeter of the proposed structure.

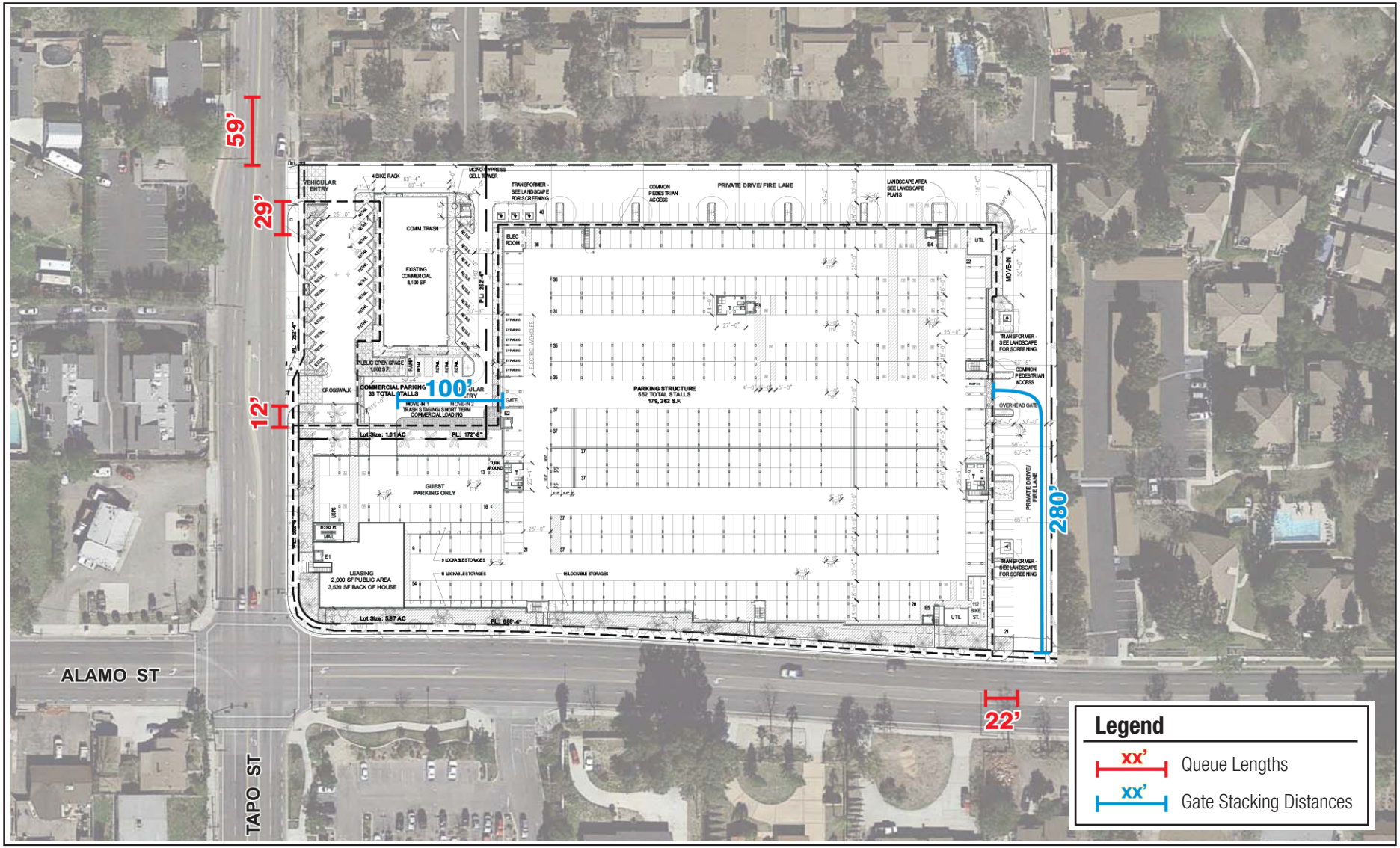
The traffic impact report conducted a queueing simulation for the project driveways to determine the 95$^{th}$ percentile queue lengths on area roadways for vehicles accessing the site, as well as gate stacking distances within the project site. Alamo Street includes a center left-turn lane in the vicinity of the project's proposed access driveway that allows queueing to occur on Alamo Street without affecting through travel lanes. A 95th percentile queue of approximately one vehicle was projected at the eastbound left-turn movement at project driveway from Alamo Street. These vehicles will be able to wait in the continuous two-way left-turn lane until they are able to make their turns safely. There will not be any westbound right-turn queue at the Alamo Street driveway. Left turns from southbound vehicles on Tapo Street into the project site would only be allowed at the northwest corner entrance to the site, where Tapo Street consists of two through-lanes in each direction of travel. The Traffic Impact Report determined that the longest queue length would be 59 feet (about three cars) at the southbound left-turn movement into the northern driveway on Tapo Street. The queueing evaluation also concluded that right turn movements from Tapo Street into the project's southwestern driveway entrance could reach approximately two car lengths. Due to the existing multiple travel lanes of Tapo Street, vehicles would be able to pass any queues into the project site as both directions have another lane to pass. The project's queuing locations and lengths are shown in **Figure 4.10-3, Queue Lengths and Gate Stacking Distances**.

The analysis for queueing, as shown in the Traffic Impact Report, determined that the gates for project vehicles require a reservoir of 22 feet. As shown on Figure 4.10-3, the project's on-site circulation driveway provides approximately 100 feet between the inbound western gate and the guest parking entrance intersection, and approximately 280 feet between the inbound eastern gate and Alamo Street. Therefore, the gated entries would have sufficient length for queueing of inbound vehicles entering the residential use garage.

Signal Warrant Analysis

The Traffic Impact Report provides a signal warrant analysis to determine whether installation of a traffic signal is justified at the intersection of Tapo Street and Adam Road. Potential effects at this intersection is of special concern to the City due to its use for pedestrian access by students walking to schools in the vicinity. Public comments provided to the City during the NOP scoping comment period also suggested evaluation of project effects at this intersection. Therefore, a signal warrant analysis was conducted to evaluate potential safety concerns at this location for existing conditions, and with implementation of the project. For this intersection, a peak-hour signal warrant analysis (Traffic Signal Warrant 3) and the peak-hour pedestrian signal warrant analysis (Traffic Signal Warrant 4) were conducted based on the California Manual on Uniform Traffic Control Devices (CAMUTCD), 2014 Edition.

As described in the Traffic Impact Report, for the peak-hour signal warrant analysis (Traffic Signal Warrant 3), a signal is warranted when the highest approach volume of the Minor Street (Adam Road) exceeds 75 peak-hour vehicles and the total approach volume of the Major Street (Tapo Street) exceeds 1,300 peak-hour vehicles. As shown in **Table 4.10-9, Traffic Signal Warrant Analysis at Tapo Street/Adam Road,**




Source: LSA, Traffic Impact Report, May 2018.



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# Queue Lengths and Gate Stacking Distances

FEET 0 65 130

FIGURE 4.10-3

none of the approach volumes of the Minor Street, or the total approach volumes of the major street meet the criteria to indicate a signal would be warranted at this intersection.

For a peak-hour pedestrian signal warrant analysis (Traffic Signal Warrant 4) a signal is warranted when the total of all pedestrians crossing the major street (Tapo Street) exceeds 93 pedestrians per hour and the total approach volume of the Major Street (Tapo Street) exceeds 1,200 peak-hour vehicles. Pedestrian counts were taken on a Tuesday, March 6, 2018 during the peak school commute hours in the morning (7:15 a.m. to 8:15 a.m.) and the afternoon (2:15 p.m. to 3:15 p.m.). As shown in **Table 4.10-10, Pedestrian Traffic Signal Warrant Analysis at Tapo Street/Adam Road**, no pedestrians are projected to cross the Major Street (Tapo Street) at this intersection,[13] and the total approach volume of the Major Street (Tapo Street) would not exceed 1,200 peak-hour vehicles. Therefore, based on the peak-hour pedestrian signal warrant criteria, a signal would not be warranted at this intersection.

**Table 4.10-9**
**Traffic Signal Warrant Analysis at Tapo Street/Adam Road**

| Street Classification | Street Name | Approach Movement | No Project | | Plus Project | |
|---|---|---|---|---|---|---|
| | | | AM | PM | AM | PM |
| Minor (1 Lane) | Adam Road | EBL | 24 | 19 | 24 | 19 |
| | | EBT | 0 | 1 | 0 | 1 |
| | | EBR | 34 | 15 | 34 | 15 |
| | | Total | 58 | 35 | 58 | 35 |
| Major (2 Lanes) | Tapo Street | NBL | 10 | 18 | 10 | 18 |
| | | NBT | 398 | 461 | 408 | 464 |
| | | NBR | 13 | 16 | 13 | 16 |
| | | SBL | 8 | 10 | 8 | 10 |
| | | SBT | 549 | 490 | 554 | 488 |
| | | SBR | 11 | 14 | 11 | 14 |
| | | Total | 989 | 1,009 | 1,004 | 1,010 |
| **Signal Warranted?[1]** | | | **No** | **No** | **No** | **No** |

[1] A signal is warranted when the highest approach volume of the Minor Street (Adam Road) exceeds 75 peak-hour vehicles and the total approach volume of the Major Street (Tapo Street) exceeds 1,300 peak-hour vehicles.

EBL = eastbound left, EBT = eastbound through, EBR = eastbound right, NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right.

[13] During preparation of the Traffic Impact Report, pedestrian patterns observed at this intersection consisted of north/south movements only. No east/west movements (crossing Tapo Street) were observed at Adam Road.

**Table 4.10-10**
**Pedestrian Traffic Signal Warrant Analysis at Tapo Street/Adam Road**

| Classification | Approach Movement | No Project | | Plus Project | |
|---|---|---|---|---|---|
| | | AM | PM | AM | PM |
| Pedestrian Crossings of Major Street (Tapo Street) | North Leg | 0 | 0 | 0 | 0 |
| | South Leg | 0 | 0 | 0 | 0 |
| | Total | 0 | 0 | 0 | 0 |
| Major Street (Tapo Street) | NBL | 10 | 18 | 10 | 18 |
| | NBT | 398 | 461 | 408 | 464 |
| | NBR | 13 | 16 | 13 | 16 |
| | SBL | 8 | 10 | 8 | 10 |
| | SBT | 549 | 490 | 554 | 488 |
| | SBR | 11 | 14 | 11 | 14 |
| | Total | 989 | 1,009 | 1,004 | 1,010 |
| **Signal Warranted[1]** | | **No** | **No** | **No** | **No** |

[1] A signal is warranted when the total of all pedestrians crossing the major street (Tapo Street) exceeds 93 pedestrians per hour and the total approach volume of the Major Street (Tapo Street) exceeds 1,200 peak-hour vehicles.

NBL = northbound left, NBT = northbound through, NBR = northbound right, SBL = southbound left, SBT = southbound through, SBR = southbound right.

Protected Left-Turn Analysis

Public comments provided to the City during the NOP scoping comment period suggested that left turning movements from Alamo Street to Tapo Street be evaluated. Additionally, comments were provided suggesting that an unusually hazardous traffic condition may exist at the intersection of Tapo Street and Alamo Street.

To address these comments and suggestions, the Traffic Impact Report conducted an analysis to determine whether eastbound-westbound protected left-turn phasing is warranted for the intersection of Tapo Street and Alamo Street. The intersection currently operates with northbound-southbound protected-permitted left turns and eastbound-westbound permitted left turns. The analysis was based on the Guidelines For Use of Left-turn Phasing (Exhibit 11-6) of the Signalized Intersections: Informational Guide.[14] The Guidelines state that Left-turn phasing (protected-permissive, permissive-protected, or protected-only) should be considered if any one of the following criteria is satisfied:

1. A minimum of 2 left-turning vehicles per cycle and the product of opposing and left-turn hourly volumes exceeds the appropriate following value:
    a. Random arrivals (no other traffic signals within 0.8 km (0.5 mi))
       One opposing lane: 45,000 Two opposing lanes: 90,000
    b. Platoon arrivals (other traffic signals within 0.8 km (0.5 mi))
       One opposing lane: 50,000 Two opposing lanes: 1000,000
2. The left-turn movement crosses 3 or more lanes of opposing through traffic.
3. The posted speed of opposing traffic exceeds 70 km/h (45mph).

[14] Federal Highway Administration, Signalized Intersections: An Informational Guide, July 2013. Accessed at https://safety.fhwa.dot.gov/intersection/conventional/signalized/fhwasa13027/ on June 20, 2018.

4. Recent crash history for a 12-month period indicates 5 or more left-turn collisions that could be prevented by the installation of left-turn signals.
5. Sight distances to oncoming traffic are less than the minimum distances in table 119.
6. The intersection has unusual geometric configurations, such as five legs, when an analysis indicates that left-turn or other special traffic signal phases would be appropriate to provide positive direction to the motorist.
7. An opposing left-turn approach has a left-turn signal or meets one or more of the criteria in this table.
8. An engineering study indicates a need for left-turn signals. Items that may be considered include, but are not necessarily limited to, pedestrian volumes, traffic signal progression, freeway interchange design, maneuverability of particular classes of vehicles, and operational requirements unique to preemption systems.

None of the above criteria listed are satisfied at this intersection for any of the analysis scenarios for which traffic was forecast. Therefore, eastbound-westbound protected left-turn phasing is not warranted at the intersection of Tapo Street and Alamo Street.

Collision History

The Statewide Integrated Traffic Records System (SWITRS), an online database of all accidents reported in California, was queried to gather collision history for the area immediately surrounding the project. The results showed 14 collisions occurred on Tapo Street between Kadota Street and Adam Road from January 2013 to December 2017. This data was collected by LSA in preparation of the Traffic Impact Report as requested by the City Traffic Engineer, to address public comments provided to the City during the NOP scoping comment period for the EIR that suggested an unusually hazardous traffic condition may exist at the intersection of Tapo Street and Alamo Street.

According to SWITRS data, 14 collisions occurred on Tapo Street between Kadota Street and Adam Road from January 2013 to December 2017, the latest five-year period for which complete collision records were available. A majority of the collisions that occurred were between two or more vehicles at an intersection. There were two collisions that occurred between one vehicle and a pedestrian and two that involved bicyclists, one of which involved a bicycle collision with a fixed object, and one involved a collision with a bicycle and a vehicle that resulted in a fatality.

Based on the collision history, there is not a consistent pattern of collisions caused by the roadway or intersection geometry, nor does the number of accidents meet accepted state safety improvement thresholds. Therefore, no physical changes to the roadway or intersection geometry were recommended within the Traffic Impact Report based on the collision history analysis.

Traffic Hazards Analyses Conclusion

All of the above analyses, including the driveway queuing analysis, the sight distance analysis, signal warrant analysis, protected-left turn analysis, and collision history analysis, provided within the Traffic Impact Report conclude that no further project design changes are necessary to ensure the project would not substantially increase traffic hazards. Therefore, the project would have a less than significant impact.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact Traffic-4 Emergency Access

Access to the project site would be provided via three driveway entrances. The on-site circulation driveway would allow vehicles to continue along the northern and eastern perimeter of the building, connecting the Tapo Street entrances to the Alamo Street entrances. Prior to construction, the project would be required to submit plans to the Ventura County Fire Department for review and approval, to confirm compliance with applicable fire code requirements, including emergency vehicle access, fire lane widths and clearance, and hydrant provision and spacing. During construction, installation of utility connections may require temporary construction within either or both of the adjacent roadway right-of-ways. Project utility connections would not require complete closure of either roadway, and adequate warning signage and/or flagmen would be required, and emergency vehicles would be able to continue to use the roadways to access the surrounding vicinity during construction. As such, potential emergency access impacts would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact Traffic-5 Public Transit, Bicycle or Pedestrian Facilities

The proposed project would have a potentially significant impact if it would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities.

The project would retain/improve existing sidewalks along the project boundary with both adjacent roadways. Under existing conditions, Class II bike lanes are provided along Alamo Street on both sides of the street fronting the project, and Class II bike lanes are also currently provided on Tapo Street south of Alamo Street, as well as approximately 300 feet north of the project site. The project would not remove the existing bicycle lanes or routes along the project frontage. The project would also retain an existing bus stop on the western project boundary at Tapo Street, near the commercial use component of the project.

As discussed in the peak hour pedestrian traffic signal warrant analysis above, pedestrian counts were taken during the peak school hours at the Tapo Street/Alamo Street crossing and the Tapo Street/Adam Road intersections. The Traffic Impact Report determined that neither intersection evaluated would require new pedestrian intersection facilities, and thus the project would not decrease or effect the performance or safety of pedestrian facilities at those intersections. As pedestrian, bicycle, and public transit facilities and their operations would not change from existing conditions, the project would have a less than significant impact to such facilities.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.10.4 Cumulative Impacts

As evaluated above, all of the study area intersections that currently serve the site, operate at an acceptable LOS C or better under existing conditions, and would continue to do so with the project-related net increase in traffic. The Future (2030) With Project traffic analysis evaluated above, provides a cumulative analysis of traffic impacts, as it incorporates anticipated growth and development of the General Plan buildout through 2030. As the above evaluation has concluded, the study area intersections, including CMP facilities associated with SR-118 freeway ramps, would continue to operate at an acceptable LOS C or better under the Future (2030) With Project scenario. Therefore, the project's potential to contribute to cumulatively considerable impacts regarding the effectiveness of the roadway network would be less than significant.

Potential traffic hazards, emergency access, and pedestrian/bicycle/transit effects would be project-site specific, and would not in combination with other development in the City increase a potential impact associated with those issues beyond the project-level effects evaluated above, which would be less than significant. As such, the project would not contribute to cumulatively considerable impacts regarding these potential traffic issues. Therefore, the project's cumulative contribution to traffic impacts would be less than significant.

# 4.11 UTILITY AND SERVICE SYSTEMS

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo/ Alamo Street project to result in impacts to utility and service systems. The following analysis is divided into two topical issue areas; water supply and wastewater treatment.

## 4.11.1 WATER SUPPLY

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo/ Alamo Street project to result in impacts to water resources and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to water resources where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of utility supplies and facilities that would serve the project, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

### 4.11.1-1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

### Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site, as well as a summary of the water supply and distribution facilities that would serve the project site.

#### *Water Supply*

Local Water Purveyor

The City of Simi Valley (City) is served by two water purveyors, the Ventura County Waterworks District No. 8 (“VCWPD No. 8”, or “District”) and the Golden State Water Company. The project site is located within the service area of the District, which serves approximately 68 percent of water customers in Simi Valley in addition to unincorporated areas located southeast and north of the incorporated City boundary. The estimated District service area population is 98,141 based on a 2015 baseline and anticipated 0.29 percent growth per year.[1] The District provides water supply infrastructure in the project vicinity that serves adjacent residential and commercial uses along the southern and eastern project boundaries, as well as existing commercial development that currently occupies the project site.

The District’s Urban Water Management Plan (UWMP) describes current and planned water supplies, current and planned water demands, and water conservation efforts. The UWMP provides a guide for determining water availability to meet demands and is required to be updated every five years. The most

[1] Ventura County Waterworks District No. 8, Amended 2015 Urban Water Management Plan, April 2017.

current UWMP for the District is the Amended 2015 Urban Water Management Plan. The following discussion and evaluation is primarily based on information provided in the District's 2015 UWMP.[2]

**Table 4.11.1-1, Current and Projected Water Supplies for Ventura County Waterworks District No. 8,** shows the existing and projected water supplies available for the District as reported in the 2015 UWMP.

**Table 4.11.1-1**
**Current and Projected Water Supplies**
**for Ventura County Waterworks District No. 8**

| Source | 2015 | 2020 | 2025 | 2030 | 2035 | 2040 |
|---|---|---|---|---|---|---|
| *Existing Supplies (AFY)* | | | | | | |
| Imported Water (Calleguas) | 17,869 | 19,248 | 19,429 | 19,610 | 19,791 | 19,971 |
| Groundwater | 460 | 6,000 | 1,000 | 1,000 | 1,000 | 1,000 |
| Recycled Water (Simi Valley Water Quality Control Plant) | 64 | 1,340 | 4,340 | 4,500 | 5,000 | 5,200 |
| **Total Existing Supplies** | **18,393** | **21,588** | **24,769** | **25,110** | **25,791** | **26,171** |
| *Planned Supplies (AFY)* | | | | | | |
| West End Groundwater Treatment Plant/Simi Valley Basin | 0 | 0 | 5,000 | 5,000 | 5,000 | 5,000 |
| **Total Existing and Planned Supplies** | **18,393** | **21,588** | **29,769** | **30,110** | **30.791** | **31,171** |
| Source: Ventura County Waterworks District No. 8, UWMP, 2015.<br>AFY = acre feet per year | | | | | | |

Table 4.11.1-1 shows the District's projected water supplies from existing sources for 2020 is 21,588 acre feet per year (AFY), with supplies projected to increase to 26,171 AFY by 2040. As seen in Table 4.11.1-1, the District currently has three primary sources of water supply: imported water from Calleguas Municipal Water District, groundwater from Gillibrand Groundwater Basin and recycled water. These three sources, which comprise the District's water supply, are discussed further below. Additionally, the District anticipates constructing and operating the West End Groundwater Treatment Plant and Simi Valley Basin to provide additional water supplies, as reflected by the Table's planned supplies sub-category.

Imported Water

The State Water Project (SWP) California Aqueduct System delivers water to the Metropolitan Water District (MWD), the primary water wholesaler for the region. Approximately 97 percent of water to the District is imported water obtained from the MWD, which supplies water to the District via the Calleguas distribution system (an enterprise special district). The 2015 Metropolitan Water District Regional Urban Water Management Plan (RUWMP) was prepared in compliance with the Water Code Sections of the Urban Water Management Planning Act, and provides planning projections of supply capability and demand developed through a collaborative process with the member agencies through the Integrated Water Resources Plan Update.

Water is treated at the Joseph Jensen Water Filtration Plant before its delivery to Calleguas and ultimately to the District. A 2015 Urban Water Management Plan (UWMP) for the Calleguas Municipal Water

[2] Ibid.

District (CMWD) provides information regarding CMWD's current and future water supplies and water resource needs. Specifically, the UWMP presents water supply planning associated with a 20-year planning period (in 5-year increments), identifies and quantifies adequate water supplies for existing and future demands during normal, dry and drought years, and demonstrates conservation methods and efficient use of urban water supplies.

The current capacity of the Joseph Jensen Water Filtration Plant is 750 million gallons per day (mgd) and can be increased to 1,000 mgd in the future, if necessary.[3] The MWD also has the capacity to deliver imported water from the Colorado River Aqueduct (CRA) system to Calleguas when necessary, which can be treated at the Robert B. Diemer, the F.E. Weymouth or the Robert A. Skinner Water Filtration Plants in case supply from the SWP is interrupted.[4]

Groundwater Sources

The District's local sources include groundwater and recycled water. The District operates pumps that extract groundwater from the Gillibrand Sub-basin of the Simi Valley Basin via two wells. Inflow from overlying streams, percolation of precipitation, and irrigation return are considered the main recharge sources to the basin. Historically, the average groundwater production (2011-2015) from the Gillibrand sub-basin was 550 acre-feet per year (AFY), but is projected to produce an average of 1,000 AFY annually from 2020-2040.[5] Groundwater from the Gillibrand sub-basin is treated at the Tapo Canyon Water Treatment Plant, which creates potable water by reducing the hardness, total dissolved solids and other salt constituents. Utilizing local groundwater resources reduces the dependence on imported water within the City.[6]

Recycled Water

The District recycles about 64 AFY of recycled water sourced from the Simi Valley Water Quality Control Plant for irrigation and non-potable uses. Recycled water is primarily served to the Simi Valley Landfill for dust control and Simi Valley Public Services Center for irrigation.[7]

### *Project Site*

The project site is an infill site surrounded by existing residential and commercial land uses, and is occupied by an existing commercial shopping center with associated landscaping that currently generates demand for water, which is supplied by the Ventura County Waterworks District No. 8. The District provides water supplies and maintains water delivery infrastructure that serve the project site and surrounding vicinity under existing conditions.

## Regulatory Setting

### *Federal*

Clean Water Act (1972)

The EPA established primary drinking water standards in the Clean Water Act, Section 304. States are required to ensure that potable water retailed to the public meets these standards. Standards for a total of eighty-one individual constituents have been established under the Safe Drinking Water Act as amended in 1986. The EPA may add additional constituents in the future. State primary and secondary drinking

[3] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.17, Utilities/Service Systems, June 2012.
[4] Ibid.
[5] Ibid.
[6] Ibid.
[7] Ibid.

water standards are promulgated in the California Code of Regulations (CCR) Title 22, Sections 64431–64501. Secondary drinking water standards incorporate non-health risk factors including taste, odor, and appearance.

### *State*

Urban Water Management Planning Act (1983)

The Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, Section 10610 et seq.) was enacted in 1983 and has been amended many times since. The Act applies to municipal water suppliers that serve more than 3,000 customers or provides more than 3,000 AFY of water. The Act requires identified water suppliers to update their UWMP every five years to identify short-term and long-term water demand management measures to meet growing water demands during normal, dry, and multiple-dry years.

Senate Bill 610 and Senate Bill 221

Senate Bill (SB) 610 and SB 221, amended into state law effective January 1, 2002, improve the linkage between certain land use decisions made by cities and counties and water supply availability.

Under SB 610, a water supply assessment (WSA) must be furnished to local government for inclusion in any environmental documentation for certain types of projects, as defined in Water Code Section 10912[a] and subject to the California Environmental Quality Act (CEQA). For residential projects, a WSA is required for projects that propose more than 500 dwelling units.

SB 221 applies to the Subdivision Map Act, conditioning a tentative map to document that the public water supplier has sufficient water supply available to serve the proposed development.

2016 California Green Building Standards

California Code of Regulations, Title 24, Part 11, the California Green Building Standards Code, also known as the CALGreen Code, provides regulations to improve public health, safety, and general welfare by enhancing the design and construction of buildings to reduce negative impacts. These regulations include requirements for mandatory water conservation measures applicable to residential development.

Section 4.303, Indoor Water Use, specifies mandatory water use efficiency requirements for plumbing fixtures and fittings to be used in residential projects.

Section 4.304, Outdoor Water Use, requires that automatic irrigation system controllers for landscaping provided by the builder and installed at the time of final inspection shall comply with the following:

- Controllers shall be weather- or soil moisture-based controllers that automatically adjust irrigation in response to changes in plants' needs as weather conditions change.
- Weather-based controllers without integral rain sensors or communication systems that account for local rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s). Soil moisture-based controllers are not required to have rain sensor input.

California Water Code Section 535

Water purveyors that serve 15 or more service connections are required, as a condition of new retail water service (where water service has not been previously provided) on and after January 1, 2008, to install separate water meters to measure the volume of water used exclusively for landscape purposes. This

requirement applies to service connections that serve property with more than 5,000 sq. ft. of irrigated landscape.

Senate Bill X7-7 (SB X7-7)

The Water Conservation Act of 2009 (Senate Bill X7-7) was enacted in November 2009 and requires that all water suppliers increase their water use efficiency. This requires the state to achieve a 20 percent reduction in urban per capita water use in California by December 31, 2020. This bill would require each urban retail water supplier to develop urban water use targets and interim urban water use targets to reduce urban water consumption.[8] The District is currently meeting both the Interim and Compliance Water Use Target of SBX7-7, and plans to continue to implement demand management reduction measures and expand its recycled water program.[9]

Recycled Water Regulations

Within the State of California, recycled water is regulated by the U.S. Environmental Protection Agency (EPA), the State Water Resources Control Board (SWRCB), Regional Water Quality Control Boards (RWQCB), Department of Health Services (DHS). The SWRCB has adopted Resolution No. 77-1, Policy with Respect to Water Reclamation in California. This policy states that the SWRCB and RWQCB would encourage and consider or recommend for funding water reclamation projects that do not impair water rights or beneficial instream uses, such as maintaining certain riparian habitats or supporting recreational activities.

The RWQCB implements the SWRQB's Guidelines for Regulation of Water Reclamation and issues waste discharge permits that serve to regulate the quality of recycled water based on stringent water quality requirements. The DHS develops policies protecting human health, and comments and advises on Regional Water Quality Control Board permits (RCIP Existing Setting Report and Resolution No. 77-1, Policy with Respect to Water Reclamation in California). The District currently delivers recycled water from Simi Valley Water Quality Control Plant to the Simi Valley Landfill and the City's Public Services Center, and in 2008 created a Recycled Water Master Plan. Regulations governing recycled water use were reviewed and linked to specific projects.[10]

California Code of Regulations Title 22

Title 22 of the California Code of Regulations provides regulations related to recycled water. These specify requirements for the treatment of, and allowed uses for reclaimed water in California.

### *Regional and Local*

Simi Valley Municipal Code

Ordinance 1142, adopted June 15, 2009, established the City's water conservation program, which includes restrictions on watering hours and duration, prohibitions on the generation of excessive runoff and overwatering, and other regulations intended to reduce water consumption. The City and the District are required to follow permanent water use mandates such as, but not limited to, no instillation of single-pass cooling systems in new buildings and only using re-circulated water in decorative fountains or water features.[11]

[8] http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200920107SB7
[9] Ventura County Waterworks District No. 8, Amended 2015 Urban Water Management Plan, April 2017.
[10] Ventura County Waterworks District No. 8, Amended 2015 Urban Water Management Plan, April 2017.
[11] City of Simi Valley, Water Conservation Fact Sheet, June 6, 2017, Accessed on May 9, 2018 at: http://www.simivalley.org/home/showdocument?id=13529.

## 4.11.1-2 Thresholds of Significance

The potential for the proposed project to result in impacts related to water supply has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a potentially significant impact regarding water supply if the proposed project would:

- Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Not have sufficient water supplies available to serve the project from existing entitlements and resources.

## 4.11.1-3 Project Impacts and Mitigation Measures

For purposes of this evaluation, projected water use and supply were derived from the District's 2015 UWMP. The UWMP's projected water demands considered recent historical water use and future land development using water demand factors based on land use categories. The UWMP indicates that current and projected water supplies primarily consist of imported water supplies purchased from Calleguas. The imported water supplies are delivered to Calleguas by the MWD via the SWP California Aqueduct system. The District also uses local groundwater and recycled water supplies. The UWMP projects sufficient water resources would be available to meet demands through 2040.

**Table 4.11.1-2, Project Water Demand**, provides a breakdown of the project's water demand by proposed land use categories based on the water demand factors provided in the 2015 UWMP.

**Table 4.11.1-2**
**Project Water Demand**

| Type of Use | Size | Demand Factor | Water Demand | AFY |
|---|---|---|---|---|
| Commercial | 0.19 acres | 2,520 GPD/acre | 479 GPD | 0.5 AFY |
| Residential- Multi Family Apartment | 278 units | 222 GPD/unit | 61,716 GPD | 69.5 AFY |
| | | **Total Demand** | **62,195 GPD** | **70 AFY** |
| Source: Ventura County Waterworks District No. 8, Water Design and Construction Standards, April 30, 2003. | | | | |

Implementation of the proposed project would construct 278 residential units, and retain and remodel 8,100 square feet of the existing commercial use, which would create additional demands for water within the District. The project would be required to implement applicable water conservation and efficiency measures pursuant to current regulations, which would reduce the project's demand for water.

The total gross water demand generated by the proposed project is shown in Table 4.11.1-2, and is estimated to be 62,194.8 gallons per day (GPD), or approximately 70 AFY. As shown in Table 4.11.1-1, the District's projected water supplies would be 21,588 AFY for 2020 and 26,171 AFY for 2040. The project's total water demand would represent approximately 0.3 percent of the District's water supplies projected for 2020, and 0.27 percent of supplies projected for 2040. The project's net increase in water demand would be less than that shown in Table 4.11-2, and thus an even smaller percentage of available supplies, as the project's commercial component is an existing use that would be retained. The project would also remove the majority of existing commercial uses from the site, which would further reduce the net increase in demand that the project would generate. The UWMP assesses supplies in an average (normal) year, where the average supply represents the median water supply available, a single dry year,

which represents the lowest water supply available, and multiple dry year, which is the lowest average water supply available to the District for three or more consecutive dry years. The water supply estimates were found to be the same across the board for an average year, single dry year, and multiple dry year, and the District anticipates adequate water supplies to meet the demands during average, single dry and multiple dry years throughout the 25-year planning period.

The Jensen Treatment Plant has a daily capacity of 750 mgd and typically operates with a minimum flow of 100 mgd, but has operated as high as 610 mgd. According to the MWD's 2015 RUWMP, the Jensen Treatment Plant is currently operating below its design capacity, and would have sufficient capacity to accommodate water treatment needs for growth in the plant's service area through 2035, including the projected increases that would result from full buildout of the entire Simi Valley General Plan as evaluated in the City's General Plan EIR. The proposed project would represent only a small fraction of available water treatment capacity.

## Impact WS-1: Water treatment facilities and water supply sufficiency

The proposed project would be considered to have a potentially significant impact regarding water supply if the proposed project would require or result in the construction of new treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects and/or if the project would not have sufficient water supplies available to serve the project from existing entitlements and resources. Water treatment facilities within this analysis are considered in conjunction with water supplies as the Jensen Treatment Plant, the primary water treatment facility serving the project, is a component of the water supply sequence.

The District would serve the proposed project site, and as stated previously, a majority of the District's available water supply is comprised of imported water purchased from Calleguas Municipal Water District, which is serviced by MWD. Calleguas concluded that the combination of imported water and expanded local resource programs would ensure its service area demands would be met in the future under all weather conditions. Even in the case of a shortage, the MWD has established a Water Supply Allocation Plan to ensure water is supplied to the District. However, shortages affecting water available to the District are not anticipated. As imported water constitutes 97 percent of the District's supply and as stated in the UWMP, the District contains adequate facilities to serve the proposed project site, the current and proposed water supplies have adequate capacity to serve the project site. Based on conservative water supply and demand assumptions over the next twenty-five years, the District has the capacity to deliver a reliable and high quality water supply to its customers, even during dry periods.

Implementation of the proposed project would result in a net increase in water demand within the VCWWD No. 8 service area. As shown in Table 4.11.1-2, the project's total water demand would be approximately 70 AFY. Based on the District's projected water supply of 21,588 AFY for 2020, the project's estimated water demand would be an approximate 0.32 percent increase of water use within the District for 2020. The District's water demand for 2020 is projected by the UWMP to be 19,429 AFY, yielding an excess availability of 2,159 AFY. The project's total demand would only constitute 3 percent of the District's projected excess water supplies for 2020 for an average year, single dry year, and multiple dry years.

Additionally, the District has plans for constructing and operating the West End Groundwater Treatment Plant for the Simi Valley Basin in 2022, which would add an additional 5,000 AFY to the District's water supply availability, further reducing the small proportion of available supplies that the proposed project would demand. Therefore, the District would have adequate water supplies from existing entitlements and

resources to serve the proposed project, and the project's potential impacts associated with water supply availability would be less than significant.

The Jensen Treatment Plant, which has a capacity to treat 750 mgd, is currently operating below its design capacity as it typically operates with a minimum flow of 100 mgd, and has operated as high as 610 mgd. As evaluated in the City's General Plan EIR, the Jensen Treatment Plant would have sufficient available capacity to accommodate growth in the plant's service area through 2035, including the estimated increase in water demand in the City of Simi Valley of 2,826,155 gpd projected to result from buildout of the entire Simi Valley General Plan. The project's estimated total water demand of 70 AFY (62,195 gpd) would constitute only 2.2 percent of the anticipated increase in water demand of the full Simi Valley General Plan buildout. Therefore, the project would not require new or expanded water treatment facilities, the construction of which could result in significant environmental impacts, and the project's potential impacts associated with water treatment facilities would be less than significant.

### *Mitigation Measures*

The project would have less than significant impacts regarding water treatment facilities, and would be served by adequate water supplies from existing entitlements and resources. No mitigation measures would be required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.11.1-4 Cumulative Impacts

Cumulative impacts would be evaluated within the service area of the District, which supplies drinking water to Ventura County, including the project site. Impacts could be considered cumulative if the service area collectively required additional water resources to accommodate the increased water demand. As noted above, the proposed project is projected to increase water usage by less than one percent within the District. The City prepared a Water Supply Assessment in 2012 that evaluated the ultimate bailout of the District service area in 2040, and concluded that the District would only have minimal development (one percent) by the year 2040 and the District anticipates adequate water supply capacity for years 2020 to 2040 under normal conditions.[12]

Additionally, the MWD has a Water Surplus and Drought Management Plan to provide the framework to ensure long-term water supply through at least 2040 and a Water Supply Allocation Plan, which is enacted if supplies are insufficient even after the WSDM Plan is implemented. Coordinated planning of water resources is imperative, as Calleguas is a member agency of the MWD. Calleguas' water shortage contingency plan is consistent with the MWD's WSDM and WSAP, and as supplies from MWD are reduced, Calleguas will take action to obtain additional supplies balanced with retailer demand reductions. The District's water shortage plan follows the MWD's and Calleguas' shortage plans.[13] The MWD projects that member agencies' long-term water needs for MWD supplies will be available even in drought conditions by implementation of comprehensive plans to ensure a reliable water supply even in poor conditions.

Cumulative growth and resulting increases in water supply has been accounted for by the District and the MWD, and it has the supply capabilities that would be sufficient to meet expected demand up until 2040 under single dry-year and multiple dry-year hydrologic conditions, as well as average year hydrologic

[12] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.17, Utilities/Service Systems, June 2012.
[13] Ibid.

conditions.[14] Since projected growth in the City of Simi Valley has been accounted for in both the District and the MWD's 2015 UWMP, implementation of the proposed project would not result in a cumulatively considerable contribution to future increases in water demand or the need for additional treatment facilities, and thus would not result in cumulatively significant adverse physical impacts to the environment due to new or physically altered facilities. The project would not have a cumulatively considerable contribution to potential water treatment or supply impacts, cumulative impacts would be less than significant.

[14] Metropolitan Water District of Southern California, Urban Water Management Plan, June 2016.

## 4.11.2 WASTEWATER TREATMENT

This Draft Environmental Impact Report (EIR) analysis section considers the potential for the Tapo/Alamo Street project to result in impacts to wastewater facilities and identifies opportunities to avoid, reduce, or otherwise mitigate potential significant impacts to wastewater facilities where warranted.

This analysis consists of a description of the existing conditions at the proposed project site and surrounding area, a summary of the regulatory framework that guides the decision-making process, thresholds for determining if the proposed project would result in significant impacts, anticipated impacts (direct, indirect, and cumulative), mitigation measures, and residual impacts (i.e., level of significance after mitigation). The significance of project impacts has been determined in accordance with Appendix G of the State California Environmental Quality Act (CEQA) Guidelines, and additional regulatory agency requirements, where they apply. Sources used in the analysis are cited herein where relevant to the analysis; a comprehensive list of references is provided Section 7.0, Organizations and Persons Consulted and References, of this EIR.

### 4.11.2-1 Existing Conditions

The environmental setting and regulatory setting, below, establish existing conditions relevant to the project. The analysis of project impacts is based upon these baseline conditions.

### Environmental Setting

The environmental setting is a description of the physical environmental conditions on and in the vicinity of the project site, and the existing wastewater facilities that would serve the project.

#### *Existing Sewer System*

The Sanitation Services Division of the City of Simi Valley Public Works Department (PWD) is responsible for the operation and maintenance of all wastewater facilities in the City, including the Publicly Owned Treatment Works (POTWs)[15] and water quality control plant (WQCP). In addition to wastewater treatment facilities, the PWD maintains nearly 500 miles of wastewater conveyance pipeline, three lift stations, approximately 7,000 sewer manholes, and nearly 40,000 lateral connections to the WQCP.

All wastewater generated within Simi Valley is conveyed to the WQCP, located at the western end of the City.[16] The City's WQCP is rated to accept 12.5 mgd of wastewater,[17] and treats approximately 10 million gallons of wastewater each day,[18] leaving an excess capacity of approximately 2.5 mgd.

#### *Project Site*

The project site is currently developed with a commercial shopping center that is served by the City's existing wastewater facilities. Under existing conditions, wastewater from the occupied portions of the commercial land uses on the site are conveyed by lateral lines to an existing City sewer line beneath Alamo Street for conveyance to the City's WQCP for treatment.

[15] City of Simi Valley, Sewer System Management Plan, Updated April 2014.
[16] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.17, Utilities/Service Systems, June 2012.
[17] City of Simi Valley, Simi Valley General Plan EIR, Volume I, Chapter 4.17, Utilities/Service Systems, June 2012.
[18] Simi Valley Department of Public Works, Operations: Collection & Treatment, Accessed at http://www.simivalley.org/departments/public-works/sanitation-services/operations-collection-treatment on April 17, 2018.

## Regulatory Setting

### *Federal*

National Pollution Discharge Elimination System (NPDES)

The NPDES permit system was established as part of the CWA to regulate both point source discharges (a municipal or industrial discharge at a specific location or pipe) and non-point source discharges (diffuse runoff of water from adjacent land uses) to surface waters of the United States. For point source discharges, such as sewer outfalls, each NPDES permit contains limits on allowable concentrations and mass emissions of pollutants contained in the discharge.

Disposal of Biosolids

The federal Clean Water Act and regulations set forth by the California Department of Health Services and State Water Resources Control Board are aimed primarily at discharges of effluent to surface waters. The disposal of biosolids is regulated by requirements set forth by the California Integrated Waste Management Control Board, the SWRCB's General Order, Parts 257 and 530 of Title 40 of the Code of Federal Regulations (CFR), county ordinances and other such regulations, as may be applicable.

### *State*

2010 California Plumbing Code and 2010 California Building Code

These Codes apply to the construction, alteration, movement, enlargement, replacement, repair, equipment, use and occupancy, location, maintenance, removal, and demolition of every building or structure or any appurtenances connected or attached to such buildings or structures in the State of California.

### *Regional and Local*

Regional Water Quality Control Board (RWQCB) National Pollution Discharge Elimination System

The National Pollutant Discharge Elimination System (NPDES) permit program (Section 402 of the Clean Water Act) controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Point sources are discrete conveyances such as pipes or man-made ditches. Examples of pollutants include, but are not limited to, rock, sand, dirt, and agricultural, industrial, and municipal waste discharged into waters of the United States.[19] Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

Simi Valley Ordinance No. 1170

Ordinance No. 1170 sets forth uniform requirements for direct and indirect use of the wastewater collection and treatment system of the City with all applicable Federal and State standards required by the Clean Water Act of 1977. It provides authority to regulate and control sewage, establish building sewers and connection requirements, and prevent illicit discharges into the City's sanitary sewer system.

[19] State Water Resources Control Board, National Pollutant Discharge Elimination System (NPDES) – Wastewater, accessed at: https://www.waterboards.ca.gov/water_issues/programs/npdes/ on May 15, 2018.

## 4.11.2-2 Thresholds of Significance

The potential for the proposed project to result in impacts related to wastewater facilities has been analyzed in relation to the thresholds below, as established in the state CEQA Guidelines Appendix G Checklist. The proposed project would be considered to have a potentially significant impact regarding wastewater if the proposed project would:

- Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.
- Require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.
- Result in a determination by the wastewater treatment provider which serves or may serve the project that it would not have adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.

## 4.11.2-3 Project Impacts and Mitigation Measures

The project would redevelop an infill property that is currently developed with commercial land uses that are served by the City's wastewater treatment facilities. The project would remove the majority of the existing commercial buildings from the site, and construct a residential building with a total of 278 apartment units and associated leasing office and resident amenities. The project would also retain approximately 8,100 square feet of the existing commercial space. Wastewater generated by operations of the project would be conveyed by lateral lines from the site to the City's sewer line beneath Alamo Street, for conveyance to the City's wastewater treatment facilities.

The following analysis is primarily based on the existing capacity of the City's sanitary sewer system and Water Quality Control Plant (WQCP), and the ability of the treatment facility to adequately serve the project site. For a conservative evaluation, the total wastewater generated by the proposed project components will be compared to the existing treatment facility capacity. The project's net change in wastewater generation would be less than the total evaluated, as the proposed commercial component is currently an existing use on the site, and the remainder of existing commercial space would be removed from the site.

**Impact WW-1: Wastewater Treatment Requirements**

The proposed project would be considered to have a potentially significant impact regarding water supply if the proposed project would exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board (RWQCB).

The project does not propose any onsite wastewater treatment facilities. All municipal wastewater generated on the site by the proposed project would be conveyed to the City's WQCP wastewater treatment facilities as occurs under existing conditions for commercial uses that currently occupy the site. Following tertiary treatment, effluent from the City's WQCP is discharged to the Arroyo Simi within the Calleguas Creek Watershed, subject to applicable NPDES permit conditions and adopted waste discharge requirements of the RWQCB.

As the City's WQCP currently provides municipal wastewater treatment for residential land uses in accordance with applicable RWQCB requirements, and as the project site currently generates municipal wastewater treated at the WQCP, the project's generation of municipal wastewater would not cause the

WQCP to exceed RWQCB wastewater treatment requirements. As such, the project's potential to result in an exceedance of wastewater treatment requirements would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## Impact WW-2: Wastewater Treatment Facilities and Capacity

The proposed project would be considered to have a potentially significant impact if existing wastewater treatment facilities do not have adequate capacity to serve the project, or if the project would require new or expanded wastewater treatment facilities, the construction of which could cause significant environmental effects.

The proposed project would result in the development of 278 residential units and retain and remodel 8,100 square feet of commercial retail space. Wastewater would be conveyed by lateral lines to existing City sewer lines under Tapo and Alamo Streets. **Table 4.11.2-1, Project Wastewater Generation**, provides a summary of the estimated wastewater generation of the project's proposed uses.

**Table 4.11.2-1**
**Project Wastewater Generation**

| Type of Use | Size | Wastewater Flow Rate | Wastewater Generation |
|---|---|---|---|
| Residential- Multiple Family | 278 units | 206/unit [a] | 57,268 gpd |
| Commercial | 8,100 $ft^2$ | 0.091/ sf [b] | 737 gpd |
| **Total** | | | **58,005 gpd** |

Source: City of Simi Valley Department of Public Works Sanitation Engineering Section, Manual and Standard Plans for Design and Construction of Sanitary Sewers, August 28, 2006
[a] 0.75 x 275 gpd/unit
[b] 0.33 x 275 gpd/1,000 sf
gpd = gallons per day.

As shown in Table 4.11.2-1, the proposed project would generate a total wastewater flow rate of approximately 58,005 gallons per day (gpd), or 0.058 million gallons per day (mgd). As stated above in Existing Conditions, the WQCP has the capacity to accept 12.5 mgd of wastewater, and currently treats 10 mgd leaving an excess capacity of 2.5 mgd. As such, the total project-related wastewater generation would represent approximately 2 percent of the unused capacity at the City's wastewater treatment facility, and the project would not result in the need for new or expanded wastewater treatment facilities. The project's net increase in wastewater generation would be somewhat less than the total generation due to the proposed removal of existing commercial uses, as well as the retention of existing commercial space that currently generate wastewater flows under existing conditions. Therefore, the project would not require new or expanded wastewater treatment facilities, the construction of which could result in significant environmental impacts, and the project's potential impacts associated with wastewater treatment facilities would be less than significant.

### *Mitigation Measures*

No mitigation measures are required.

### *Residual Impacts*

Impacts would be less than significant before mitigation.

## 4.11.2-4 Cumulative Impacts

The City provides a list of projects that are approved, or awaiting approval[20] that would create additional residential units, as well as commercial and industrial development within the City, which would represent cumulative development within the service area of the WQCP. **Table 4.11.2-2, Cumulative Projected Wastewater Generation** shows the approximate cumulative wastewater generation based on the land use types and sizes reported in the City's Quarterly Development Summary.

**Table 4.11.2-2**
**Cumulative Projected Wastewater Generation**

| Type of Use | Amount [a] | Wastewater Generation[b] |
|---|---|---|
| Residential | | |
| Single-Family | 1,029 units | 282,975 GPD |
| Multi-Family | 1,633 units | 336,398 GPD |
| ***Sub-Total*** | 2,662 units | 619,373 GPD |
| Commercial | | |
| Retail | 201,114 sq. ft. | 13,604 GPD |
| Office | 79,311 sq. ft. | 9,053 GPD |
| Hotel | 106 units | 17,490 GPD |
| ***Sub-Total*** | | 40,147 GPD |
| Industrial | 369,241 sq. ft. | 36,555 GPD |
| | **Total demand** | **696,075 GPD** |

[a] City of Simi Valley, Quarterly Development Summary & Maps, Fourth Quarter 2017.
[b] Calculated from applicable generation factors of the Manual and Standard Plans for Design and Construction of Sanitary Sewers.

As previously discussed, the City's WQCP has additional treatment capacity of approximately 2.5 mgd, based on the existing capacity and treatment levels of 12.5 mgd and 10 mgd, respectively. As shown in Table 4.11.2-4, the estimated wastewater generation of cumulative development would be 696,075 GPD, which in addition to the proposed project's wastewater generation of 58,005 gpd, would be 754,080 gpd, or approximately 0.75 mgd. As such, the combined additional wastewater generated by cumulative development including the proposed project would be far less than the currently unused capacity at the City's wastewater treatment facility. As the existing wastewater treatment facility would have adequate capacity to accommodate the proposed project as well as cumulative projects, the proposed project would not result in a cumulatively considerable contribution to future wastewater increases or the need for additional treatment facilities, and thus would not result in cumulatively significant adverse physical impacts to the environment due to new or physically altered facilities. Therefore, the project's potential to have a cumulatively considerable contribution associated with wastewater treatment facilities would be less than significant.

[20] City of Simi Valley, Quarterly Development Summary & Maps, Fourth Quarter 2017.

# 5.0 ALTERNATIVES

## Introduction & Methodology

The State CEQA Guidelines require that an Environmental Impact Report (EIR) identify and evaluate a reasonable range of alternatives that are designed to avoid or substantially lessen one or more of the significant environmental impacts of the proposed project while meeting most of the basic project objectives. The CEQA Guidelines also set forth the intent and extent of alternatives analysis to be provided in an EIR. Those considerations are discussed below.

### *Alternatives to the Project*

Section 15126.6(a) of the State CEQA Guidelines states:

> "An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason."

### *Purpose*

Section 15126.6(b) of the State CEQA Guidelines states that,

> "Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment, the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."

### *Selection of a Range of Reasonable Alternatives*

Section 15126.6(c) of the State CEQA Guidelines states:

> "The range of potential alternatives to the proposed project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. The EIR should briefly describe the rationale for selecting the alternatives to be discussed. The EIR should also identify any alternatives that were considered by the Lead Agency but were rejected as infeasible during the scoping process and briefly explain the reasons underlying the lead agency's determination. Additional information explaining the choice of alternatives may be included in the administrative record. Among the factors that may be used to eliminate alternatives from detailed consideration in an EIR are: (i) failure to meet most of the basic project objectives, (ii) infeasibility, or (iii) inability to avoid significant environmental impacts."

### *Evaluation of Alternatives*

Section 15126.6(d) of the State CEQA Guidelines states:

> "The EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project. A matrix displaying the major characteristics and

significant environmental effects of each alternative may be used to summarize the comparison. If an alternative would cause one or more significant effects in addition to those that would be caused by the project as proposed, the significant effects of the alternative shall be discussed, but in less detail than the significant effects of the project as proposed."

## *No Project Alternative*

Section 15126.6(e) of the State CEQA Guidelines states:

"(1) The specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. The no project alternative analysis is not the baseline for determining whether the proposed project's environmental impacts may be significant, unless it is identical to the existing environmental setting analysis which does establish that baseline.

(2) The "no project" analysis shall discuss the existing conditions at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, as well as what would be reasonably expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services. If the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

(3) A discussion of the "no project" alternative will usually proceed along one of two lines:

(A) When the project is the revision of an existing land use or regulatory plan, policy or ongoing operation, the "no project" alternative will be the continuation of the existing plan, policy or operation into the future. Typically, this is a situation where other projects initiated under the existing plan will continue while the new plan is developed. Thus, the projected impacts of the proposed plan or alternative plans would be compared to the impacts that would occur under the existing plan.

(B) If the project is other than a land use or regulatory plan, for example a development project on identifiable property, the "no project" alternative is the circumstance under which the project does not proceed. Here the discussion would compare the environmental effects of the property remaining in its existing state against environmental effects which would occur if the project is approved. If disapproval of the project under consideration would result in predictable actions by others, such as the proposal of some other project, this "no project" consequence should be discussed. In certain instances, the no project alternative means "no build" wherein the existing environmental setting is maintained. However, where failure to proceed with the project will not result in preservation of existing environmental conditions, the analysis should identify the practical result of the project's non-approval and not create and analyze a set of artificial assumptions that would be required to preserve the existing physical environment.

(C) After defining the no project alternative using one of these approaches, the lead agency should proceed to analyze the impacts of the no project alternative by projecting what would reasonably be expected to occur in the foreseeable future if the project were not approved, based on current plans and consistent with available infrastructure and community services."

## *Rule of Reason*

Section 15126.6(f) of the State CEQA Guidelines states:

> "The range of alternatives required in an EIR is governed by a "rule of reason" that requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives shall be limited to ones that would avoid or substantially lessen any of the significant effects of the project. Of those alternatives, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project. The range of feasible alternatives shall be selected and discussed in a manner to foster meaningful public participation and informed decision making.
>
> (1) Feasibility. Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives."
>
> (2) Alternative locations.
>
> (A) Key question. The key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need be considered for inclusion in the EIR.
>
> (B) None feasible. If the lead agency concludes that no feasible alternative locations exist, it must disclose the reasons for this conclusion, and should include the reasons in the EIR. For example, in some cases there may be no feasible alternative locations for a geothermal plant or mining project which must be in close proximity to natural resources at a given location.
>
> (C) Limited new analysis required. Where a previous document has sufficiently analyzed a range of reasonable alternative locations and environmental impacts for projects with the same basic purpose, the lead agency should review the previous document. The EIR may rely on the previous document to help it assess the feasibility of potential project alternatives to the extent the circumstances remain substantially the same as they relate to the alternative.
>
> (3) An EIR need not consider an alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative."

## *Project Objectives & Significant Effects*

<u>Objectives</u>

The objectives and underlying purpose of the proposed project as listed in Chapter 2.0, Project Description, are as follows:

- Redevelop an underutilized commercial property with residential uses to provide needed housing in the City of Simi Valley, consistent with General Plan Goal HE-1 Balanced Community policies to provide a wide choice of new housing (HE-1.1), housing on underutilized sites (HE-1.3, and lot consolidation (HE-1.4);

- Create a mix of residential and commercial development consistent with General Plan Goal LU-19 Mixed-Use Villages policies, by providing housing units along with retail, office, or entertainment uses (LU-19.1) that are designed to enhance pedestrian activity (LU-19.3), and include on-site recreational amenities to support residents (LU-19.4.); and
- Provide affordable rental housing units consistent with the General Plan Goal HE-3 and applicable density bonus provisions per State Law (HE-3.1).

Significant Effects

The significant effects of the project upon which the alternatives analysis should focus are as follows.

*Significant and Unavoidable*

The proposed project would have no significant and unavoidable impacts.

*Reduced to Less than Significant with Mitigation*

The following impacts were found to be significant prior to mitigation, but less than significant with the incorporation of mitigation measures.

- Cultural Resources:
  - Impact CR-2 Archaeological Resources
  - Impact CR-4 Human Remains
- Hazards and Hazardous Materials:
  - Impact HAZ-2 Foreseeable Upset and Accident Conditions (Construction)
- Noise:
  - Impact Noise-1 Exceed Noise Standards

## Alternatives Selected for Evaluation

As noted above, alternatives shall be limited to those that would avoid or substantially lessen any of the significant effects of the proposed project, and of those alternatives, the EIR need only examine those that could feasibly attain most of the basic project objectives.

### *Decision to Evaluate Alternatives in Greater Detail*

In considering whether to evaluate the listed alternatives, the ability to satisfy the project objectives was considered. During the Notice of Preparation (NOP) circulation period, comments indicated that the proposed height and massing were of common concern. As such, Alternative 3: Reduced Height, and Alternative 4: Mixed Use – Transitional Heights, were conceived by the City for further evaluation. While the Alternative 1: No Project – Existing Conditions, and Alternative 2: No Project – Full Occupancy would not meet all of the project objectives, they are also carried forward for more detailed evaluation in order to provide a comparison of environmental impacts of the proposed project to those that would or could occur in the absence of redevelopment of the site based on the existing commercial space available on the site. An Alternate Site Alternative was also briefly considered. However, the applicant is unlikely to own or acquire another infill property in the City with a similar designated land use and allowable density that could accommodate a development that would meet the project's objectives. As such, an Alternate Site Alternative was considered infeasible for the applicant, and therefore, has not been carried forward for further analysis below.

**Alternative 1: No Project – Existing Conditions**
Alternative 1 would leave the existing development as is. Under this alternative, no structural development or improvements would occur, the vacant southwest corner of the site would remain undeveloped, none of the unleased portions of the existing floor space would be leased. This alternative also assumes that market conditions would not create a greater demand for goods and services offered by current lessees that would increase customer use and employment, and that the existing commercial shopping center would continue to have the same substantial vacancy rate as under existing conditions. This alternative is the same as the baseline conditions by which the proposed project has been evaluated in this EIR.

**Alternative 2: No Project – Full Occupancy**
Alternative 2 would leave the existing development as is, and would not differ from Alternative 1 in terms of onsite development. However, this evaluation considers the environmental effects of the existing commercial shopping center should market forces and increased demand for commercial space in the area result in additional leased square footage up to full occupancy of the existing development. Full occupancy would include increases in employees operating the onsite commercial facilities, as well as increases in customer visits to the site. As the existing commercial space and infrastructure are currently developed within the site, this alternative would not be infeasible, and would not require additional permits or approvals from the City in order to occur. This alternative is not the baseline conditions under which the proposed project has been evaluated in this EIR.

**Alternative 3: Reduced Height**
Alternative 3 would provide the same land use mix and level of development as the proposed project, with 278 residential units and 8,100 square feet of commercial space located within the same footprint as the proposed project, with the maximum height reduced to three stories (approximately 44 feet). This alternative would include a basement level parking garage to accommodate parking that the proposed project provides within the ground floor level. Additional parking would be provided along the exterior of the north and east of the residential building and around the perimeter of the commercial use, the same as with the proposed project. All residential units would be located on the ground floor and second and third levels. This alternative would include a ground floor leasing office, as well as amenities similar to the proposed project, with open space areas provided in a similar configuration as the proposed project's open space areas, although they would be located on the ground level rather than a podium level.

This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would also be retained as a separate structure in the northwest corner of the site. This alternative would set aside units for affordable housing at the same levels and number of units as the proposed project for consideration of density bonus concessions and waivers pursuant to State and local regulations. Although architectural designs for this alternative have not been drafted, **Figure 5-1, Reduced Height Alternative Conceptual Height Comparison**, illustrates the general concept of this alternative using the upper three levels of the proposed project set to ground level.[1] Figure 5-1 also provides photo simulations of the proposed project to illustrate the difference in visual impact of a three-story alternative compared to the proposed four-story project.

[1] The images provided in Figure 5-1 are not photo simulations as there are no plans drawn to specifically illustrate the Reduced Height Alternative. The images are provided to convey the relative height and massing of such an alternative compared to the proposed project.

**Photo 5-1A –** Reduced Height Alternative simulated rendering of 3-story structure in easterly view along Alamo Street.

**Photo 5-1B –** Reduced Height Alternative simulated rendering of 3-story structure in northerly view along Tapo Street.

**Note:** Conceptual illustration for comparison of height difference only. Not a representation of an actual building design.

**Photo 5-1C –** Proposed project photo simulation of 4-story structure in easterly view along Alamo Street.

**Photo 5-1D –** Proposed project photo simulation of 4-story structure in northerly view along Tapo Street.

Source: Interacta, Inc., Aug. 24, 2018.



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# Reduced Height Alternative Conceptual Height Comparison

FIGURE 5-1

**Alternative 4: Mixed-Use (Increased Commercial) - Transitional Heights**

Alternative 4 would provide a similar land use mix within approximately the same footprint as the proposed project. This alternative would include the same number of residential units as the proposed project (278 units), and would set aside units for affordable housing at the same levels and number of units as the proposed project, rendering it also eligible for consideration of density bonus concessions and waivers pursuant to State and local regulations. However, to better accomplish the City's planning goals of the mixed-use overlay zoning of the property,[2] the commercial space would be increased by 16,000 square feet, which would nearly triple the amount provided by the proposed project, for a total of approximately 24,100 square feet. Although this alternative's commercial space would be less than 25 percent of the total floor area,[3] as would the proposed project, this alternative's land use mix is based on an approximation of the maximum commercial space that could be provided without creating significant impacts in combination with the same number of residential units as the proposed project.[4] The proposed project's residential unit count was not reduced for this alternative in order to provided needed housing. As with the proposed project, an existing commercial use on the west side of Tapo Street that is also a designated parcel of the Tapo Street Corridor Area A would supplement the total commercial space for the Tapo Street Corridor Area A. Further, additional existing commercial space provided by a CVS pharmacy located adjacent to, although not within, the designated boundary of Area A would also complement the overall commercial uses available at the Tapo/Alamo Street intersection for use by residents within the Tapo Street Corridor Area A and the surrounding community.

In this alternative, the additional commercial space would be provided on the ground floor of the new structure, facing adjacent roadways, with residential uses above and behind the commercial space. This alternative's placement of residential units above commercial space would provide a vertically mixed-use development, which is specified as an allowed land use configuration for the project site by the Municipal Code and the General Plan Policy LU-23.1.

In order to reduce the massing along adjacent roadways, this alternative would include a transitional height element by stepping back the upper three levels a minimum of 25 feet from the ground floor level commercial space along Tapo and Alamo Streets. This alternative would have the same maximum height of four stories (not to exceed 55 feet) as the proposed project; however, along the entire Tapo and Alamo Street frontages, the building height would be one story only (approximately 25 feet). This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would be retained as a separate structure in the northwest corner of the site as in the proposed project. Therefore, this alternative would include approximately 16,000 square feet of commercial space on the site compared to the proposed project. To adhere to the smaller upper floor footprints, this alternative's open space areas would likely need to be reduced to accommodate the 278 units and additional commercial space. Also, to accommodate the minimum number of parking spaces required under the State's density bonus law as well as increased parking to serve the additional commercial space, this alternative would likely require a basement level parking garage.

[2] The proposed project's 8,100 square feet of commercial space would not meet the City's minimum standard of 25 percent of the overall project for it to be considered a mixed-use development pursuant to Municipal Code Section 9-44.105(B) (2) - Mixed-Use (MU) Overlay District Standards.

[3] The City's Municipal Code Section 9-44.105(B)(2) Mixed-Use (MU) Overlay District Standards specify a minimum of 25 percent of a mixed-use project's floor area must be developed and maintained as commercial uses.

[4] Increasing the commercial space to 25% of the proposed residential space would result in significant air quality impacts due to generation of a criteria pollutant from mobile sources.

No architectural plans have been drafted for such an alternative on the project site. Examples of existing mixed-use buildings in southern California that provide street-front commercial uses with residential uses above are shown in **Figure 5-2, Mixed-Use (Increased Commercial) – Transitional Height Alternative Concept Examples.** These examples also incorporate transitional heights, with upper levels stepped back from roadways to reduce massing impacts, similar in concept to this alternative.

## 5.1 ALTERNATIVE 1:

## NO PROJECT – EXISTING CONDITIONS

Alternative 1 would leave the existing development as is. Under this alternative, no structural development or improvements would occur, the vacant southwest corner of the site would remain undeveloped, none of the unleased portions of the existing floor space would be leased. This alternative also assumes that market conditions would not create a greater demand for goods and services offered by current lessees that would increase customer use and employment. This alternative essentially represents the baseline conditions under which the proposed project has been evaluated. For a comparison of environmental impacts, this alternative discussion will assume the existing commercial shopping center would continue to have a substantial vacancy rate as under existing conditions.

### Environmental Impacts

#### *Aesthetics*

Without additional development on the site, current conditions would remain as is. The existing underperforming shopping center would remain on the site, as well as the associated parking lot and vacant corner lot. Currently, the visual character of the existing predominantly vacant commercial building, parking lot, and chain-link fenced vacant portions of the project site are not consistent with the visual character of adjacent residential uses, and do not represent a valued asset to the visual character of the community. The height of the existing shopping center would be consistent with heights of adjacent and nearby commercial and residential development. No change would occur to scenic vistas, scenic highways, visual character or light and glare, and no aesthetic impact would occur.

#### *Air Quality*

Under this alternative, no redevelopment would occur, and existing facilities within the site would remain. This alternative assumes continuing high vacancy rates of the commercial shopping center and associated low traffic volumes of customers and employees accessing the site. As such, air pollutant emissions would be less than the proposed project, and no impact would occur.

#### *Cultural Resources*

As discussed above, this No Project Alternative discussion assumes that the existing commercial shopping center would not be improved or redeveloped. As such, if no redevelopment or further disturbance of onsite soils would occur, this alternative would not have a potential to uncover or impact archaeological or other unknown cultural resources should they exist beneath the existing structures or parking lot. Although the site is not known to contain buried cultural resources, if unknown resources did exist within the site, this alternative would not result in further disturbance beyond the previous development that has occurred onsite, avoiding the proposed project's potential to damage unknown cultural resources which would be less than significant with mitigation. No impact would occur.

Examples of existing 4-story buildings with a vertical mixed-use configuration of ground-floor commercial space with residential units above, that incorporate transitional heights with upper levels stepped back from adjacent roadways to reduce massing impacts.

Source: Google Inc., Los Angeles Street View, 2017 & 2018.

**Note:** Not designed or proposed for the project site. For concept demonstration purposes only.



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# Mixed-Use (Increased Commercial) – Transitional Height Alternative Concept Examples

FIGURE 5-2

## *Greenhouse Gas Emissions*

Under this alternative, no additional development would occur, and no increase in traffic accessing the site is assumed. Therefore, the quantity of greenhouse gas (GHG) emissions would remain as they are today, which would be less than the proposed project. Therefore, under this alternative, no additional impact regarding greenhouse gas emissions would occur. It is noted that this alternative would retain older existing structures that may not incorporate the latest code required efficiency measures for buildings and fixtures that reduce GHG emissions, which the proposed project would be required to incorporate consistent with the City's Climate Action Plan (CAP) Energy Reduction Measures. It is also noted that without the proposed project, additional housing demand would likely result in development elsewhere in the City, generating GHG emissions at other locations in the City. However, based solely on direct impacts, the alternative would result in reduced GHG emissions compared to the proposed project, and no impact would occur.

## *Hazards and Hazardous Materials*

Without development on the site, existing utilities and roadways would remain within and adjacent to the site. This alternative would have no impact on potential hazards and hazardous materials associated with use and maintenance of the existing facilities, as it would not change existing conditions. It is noted that the proposed project's mitigable hazards and hazardous materials impacts are related to the removal of existing building materials that potentially contain hazardous substances such as asbestos, or disturbance of soils potentially contaminated by existing onsite uses such as a dry cleaning facility. Under this alternative, if such hazardous materials are present onsite, they would remain in the structures or soils, and require proper handling and disposal under any future development scenario. Compared to the proposed project's potential hazards impacts, which would be reduced to less than significant after mitigation, this No Project alternative would have no impact.

## *Land Use and Planning*

Without development on the site, this alternative would leave current conditions unchanged. There would be no development and no change in the land use designation of the site. The project site's General Plan Land Use designation is Mixed Use, and the zoning is Commercial Planned Development (CPD) Mixed Use (MU) Overlay District. The project site is located within the Tapo Street Corridor Area A Community District and Subarea, for which the General Plan has identified policies that "express specific intentions for use, design, character, and implementation that uniquely apply to and differentiate the area." General Plan Policy LU-23.1 encourages improvement and higher economic use of properties within the Tapo Street Corridor. Although this alternative would not provide an improvement and higher economic use within the Tapo Street Mixed Use Corridor as encouraged by the General Plan's land Use Policy LU-23.1, as the currently developed commercial shopping center is an existing condition, this alternative would have no impact regarding land use and planning. On the other hand, it could be said that this alternative would not fulfill the intent of the General Plan and zoning in terms of intended land use development, by not providing added residential development as part of a mixed-use development, or improving the site for higher economic use. Nevertheless, as this No Project alternative is an existing condition, this alternative is conservatively considered to have a lesser impact than the proposed project, and no impact would occur.

## *Noise*

This alternative would not place additional noise generation sources on the site, or add uses that could result in exposure of persons to substantial noise sources, and therefore, no impact would occur regarding noise. This would be a reduced impact as compared to the proposed project's impact, which would be

less than significant with mitigation for stationary noise sources, and less than significant for external roadways. As this No Project alternative is an existing condition, no impact would occur regarding noise.

### *Public Services – Fire and Ambulance Services*

Under this alternative, with no additional on-site development, no impact would occur related to the provision of governmental facilities for fire protection, as existing fire stations and equipment would continue to serve the currently developed commercial shopping center. The lower occupied square footage of this alternative compared to the proposed project would be assumed to generate fewer emergency calls, and therefore a reduced impact, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment. No impact would occur.

### *Public Services – Police Services*

No impact would occur from the provision of governmental facilities for police protection, since no additional development would occur and no additional demand for police protection would be generated. The lower occupied square footage of this alternative compared to the proposed project would be assumed to generate fewer emergency calls, and therefore a reduced impact, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment. No impact would occur.

### *Public Services – Schools*

Under this alternative, no impact would occur from the provision of governmental facilities for schools, since no additional development would occur and no residences would be provided. By comparison, the proposed project would construct residential dwelling units that would generate additional students that could attend public schools within the City. This alternative's impacts regarding schools would be reduced compared to the proposed project's impacts, which would be less than significant, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment. No impact would occur.

### *Parks and Recreation*

The alternative would have no impact regarding parks and recreation facilities as it would not create additional demand for such facilities, avoiding the proposed project's potential for physical impacts of increasing use of area parks and recreation facilities, which would be less than significant. No impact would occur.

### *Transportation and Traffic*

This alternative assumes no increase in customer or employee trips would occur, and therefore would have no impact on transportation and traffic. This impact would be reduced from the proposed project's less than significant traffic impacts. No impact would occur.

### *Utility & Service Systems – Water Supply*

Under this alternative, the existing shopping center's demand for water would not be increased, and no impact would occur, which would be a reduced impact compared to the proposed project's water supply impacts which would be less than significant. No impact would occur.

### *Utility & Service Systems – Wastewater Treatment*

Under this alternative, the existing shopping center's wastewater generation would not be increased, and no impact would occur, which would be a reduced impact compared to the proposed project's wastewater facility impacts which would be less than significant. No impact would occur.

## Comparison to Project Objectives

The Alternative 1: No Project – Existing Conditions would not meet the objectives and underlying purpose of the project, and would not provide any new residential units to address housing demand in the City.

# 5.2 ALTERNATIVE 2:

# NO PROJECT – FULL OCCUPANCY

Alternative 2 would leave the existing development as is, and would not differ from Alternative 1 in terms of onsite development. However, this evaluation considers the environmental effects of the existing commercial shopping center should market forces and increased demand for commercial space in the area result in additional leased square footage up to full occupancy of the existing development. Full occupancy would include increases in employees operating the onsite commercial facilities, as well as increases in customer visits to the site. As the existing commercial space and infrastructure are currently developed within the site, this alternative would not be infeasible, and would not require additional permits or approvals from the City in order to occur. This alternative is not the baseline conditions under which the proposed project has been evaluated. Although this alternative would not constitute a "project" requiring review under CEQA, this comparison of impacts is provided to illustrate the potential differences in potential impacts that could occur in the absence of additional permitting or environmental review compared to the proposed project.

## Environmental Impacts

### *Aesthetics*

Alternative 2 would leave the existing development of the site as is, and would not alter the visual effects of the shopping center that currently occupies the site. As this alternative evaluates the potential impacts of operations of the existing structures at full capacity, an increase in the amount of cars parked in the lot during business hours would be assumed. As the existing commercial building, parking lot, and chain-link fenced vacant portions of the project site would remain unchanged under this alternative, no change would occur to scenic vistas, scenic highways, visual character, or light and glare. No impact would occur.

### *Air Quality*

This alternative assumes operation of the existing commercial shopping center at full capacity, which would not require construction and associated temporary emissions of air pollutants from grading activities, paving, painting, etc. This alternative, which would not require additional permitting or environmental review to occur, would result in greater emissions of air pollutants over existing conditions due to increased usage of the existing facility, primarily associated with higher vehicle traffic volumes accessing the site, as well as higher demand for energy and utility services to operate the commercial center. An earlier Air Quality Report[5] prepared for the proposed project evaluated air pollutants from full

[5] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study Alamo Street Mixed Use Project, July 2016.

occupancy of the existing commercial space and determined that compared to the proposed project, this alternative would result in slightly lower operational emissions of reactive organic gases (ROG), and slightly higher emissions of nitrogen oxides (NOx), carbon monoxide (CO), and particulate matter (PM-10 and PM-2.5), although these emissions would be less than significant as would the proposed project's emissions. Therefore, under this alternative scenario, without development of any additional buildings or permitting required, the existing facility at full capacity would have greater operational air quality impacts than the proposed project. This alternative would avoid short-term construction activity emissions that the proposed project would generate. For long-term operational air quality impacts, this alternative would also be less than significant, however they would be somewhat increased compared to the proposed project's impacts which would be less than significant.

## *Cultural Resources*

The project site does not contain known archaeological resources, and has previously been graded and developed with urban uses such that all ground surfaces within the site have been disturbed. No additional soil disturbance would occur with this alternative. The proposed project would require some grading of the project site for redevelopment, with the potential to inadvertently disturb unknown archaeological resources reduced to less than significant with mitigation. Compared to the proposed project's potential cultural resources, which would be less than significant with mitigation, this alternative would have no impact.

## *Greenhouse Gas Emissions*

This alternative assumes operation of the existing commercial shopping center at full capacity, which would not require construction and associated temporary emissions of Greenhouse Gases (GHGs) from grading activities, paving, painting, etc. This alternative, which would not require additional permitting or environmental review to occur, would result in greater emissions of GHGs due to increased usage of the existing facility, primarily associated with higher vehicle traffic volumes accessing the site, as well as higher demand for energy and utility services to operate the commercial center. An earlier Air Quality Report[6] prepared for the proposed project evaluated air pollutants from full occupancy of the existing commercial space and determined that at full occupancy the existing commercial center would result in annual GHG emissions of 4,629.2 MT $CO_2e$. This alternative's annual GHG emissions would be greater than the proposed project's annual emissions of 4,368 MT $CO_2e$ including amortized construction emissions. Therefore, under this alternative scenario, without any additional buildings or permitting required, the existing facility at full capacity would have greater GHG impacts than the proposed project's impacts which would be less than significant. It is noted that this alternative would retain older existing structures that may not incorporate the latest code required efficiency measures for buildings and fixtures that reduce GHG emissions, which the proposed project would be required to incorporate consistent with the City's Climate Action Plan (CAP) Energy Reduction Measures. It is also noted that without the proposed project, additional housing demand would likely result in development elsewhere in the City to provide needed housing, generating GHG emissions at other locations in the City. This alternative's GHG impacts would likely also be less than significant, however they would be somewhat increased compared to the proposed project.

## *Hazards and Hazardous Materials*

Without development on the site, existing utilities and roadways would remain within and adjacent to the site. This alternative would have no impact on potential hazards and hazardous materials associated with use and maintenance of the existing facilities, as it would not change existing conditions. It is noted that the proposed project's mitigable hazards and hazardous materials impacts are related to the removal of

[6] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study Alamo Street Mixed Use Project, July 2016.

existing building materials that potentially contain hazardous substances such as asbestos, or disturbance of soils potentially contaminated by existing onsite uses such as a dry cleaning facility. Under this alternative, if such hazardous materials are present onsite, they would remain in the structures or soils, and require proper handling and disposal under any future development scenario. Compared to the proposed project's potential hazards impacts, which would be reduced to less than significant after mitigation, this alternative would have no impact.

## *Land Use and Planning*

Without development on the site, this alternative would leave current conditions unchanged. There would be no development and no change in the land use designation of the site. The project site's General Plan Land Use designation is Mixed Use, and the zoning is Commercial Planned Development (CPD) Mixed Use (MU) Overlay District. The project site is located within the Tapo Street Corridor Area A Community District and Subarea, for which the General Plan has identified policies that "express specific intentions for use, design, character, and implementation that uniquely apply to and differentiate the area." General Plan Policy LU-23.1 encourages improvement and higher economic use of properties within the Tapo Street Corridor. Although this alternative would not redevelop the site to provide an improvement and higher economic use within the Tapo Street Mixed Use Corridor as encouraged by the General Plan's land Use Policy LU-23.1, it would require no alterations of the existing development on the site, which as an existing condition, would have no impact regarding land use and planning.

## *Noise*

This alternative would not generate temporary construction noise as it would retain the existing commercial structures onsite. As described in a previously prepared Project Access Analysis,[7] which is included with the Traffic Impact Report in Appendix F, based on applicable trip generation rates for a commercial shopping center provided by the Institute of Transportation Engineers (ITE),[8] full occupancy of the existing facility under this alternative would generate 5,774 average daily trips (ADT), which would be an additional 2,578 ADT compared to the proposed project. During peak hours, full occupancy of the existing facility under this alternative would generate 222 more trips in the P.M. peak hour, and 42 fewer trips during the A.M. peak hour compared to the proposed project. In general, this alternative would result in greater daytime traffic volumes and therefore, associated traffic noise than would be generated by the proposed project. Under this alternative, increased delivery of goods to supply the existing commercial space if fully occupied would also occur, including use of an existing loading dock and rear entrances which would increase noise at adjacent off-site residential uses to the north and east. Noise from such delivery operations would be subject to the City's noise ordinance to reduce impacts, as would the proposed project. Existing rooftop equipment, such as air conditioning equipment, would remain, and would be subject to the City's noise ordinance, as would the proposed project. Under this alternative, there would be no temporary noise impact associated with construction activities, which would be a reduction in impacts compared to the proposed project's temporary noise impact, which would be less than significant. Compared to the proposed project, operational noise on offsite roadways resulting from traffic generated by this alternative would be increased, and onsite noise would also be increased.

The proposed project would require a standard mitigation measure to reduce potential noise impacts associated with roof-mounted air conditioning units on the commercial use to be retained. Although this alternative would generate more traffic noise than the proposed project, as well as increased noise from commercial deliveries in proximity to residential uses, this alternative would not require a mitigation measure as it is an existing facility that would not require CEQA review. However, this alternative would

[7] LSA, Alamo Street Mixed Use Project Access Analysis, March 24, 2017.
[8] Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.

be subject to noise restrictions and requirements of the City's noise ordinance. Impacts would be less than significant, which would be a reduced impact compared to the proposed project, which would be less than significant after mitigation.

### *Public Services – Fire and Ambulance Services*

Under this alternative, with no additional on-site development, no impact would occur related to the provision of governmental facilities for fire protection, as existing fire stations and equipment would continue to serve the currently developed commercial shopping center. The increased usage of the existing commercial center under this alternative could increase the number of emergency calls for fire or ambulance services compared to existing conditions, however, with no residential uses, it would be assumed to generate fewer emergency calls than the proposed project, which would be less than significant. No new fire or ambulance facilities would be required, and no impact would occur. This would be a reduced impact compared to the proposed project, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment.

### *Public Services – Police Services*

No impact would occur from the provision of governmental facilities for police protection, since no additional development would occur and no additional demand for police protection would be generated. The increased usage of the existing commercial center under this alternative could increase the number of emergency calls for police services compared to existing conditions, however, with no residential uses, it would be assumed to generate fewer emergency calls than the proposed project, and therefore a reduced impact which would be less than significant. Impacts would be somewhat reduced compared to the proposed project's impacts which would be less than significant. No additional police facilities would be required and no impact would occur. This would be a reduced impact compared to the proposed project, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment.

### *Public Services – Schools*

Under this alternative, no impact would occur from the provision of governmental facilities for schools, since no additional development would occur and no residences would be provided. By comparison, the proposed project would construct residential dwelling units that would generate additional students that could attend public schools within the City. This alternative's impacts regarding schools would be reduced compared to the proposed project's impacts, which would be less than significant. No impacts would occur, although neither this alternative or the proposed project would require new facilities to be constructed that could result in adverse physical changes to the environment.

### *Parks and Recreation*

The alternative would have no impact regarding parks and recreation facilities as it would not create additional demand for such facilities, avoiding the proposed project's less than significant physical impacts of increasing use of area parks and recreation facilities. No impact would occur.

### *Transportation and Traffic*

Under this alternative, the existing commercial shopping center would remain and no redevelopment would occur, and no temporary construction traffic effects would occur. However, this alternative assumes full occupancy of the available commercial floor space on the site would be achieved, which could result from increased demand for commercial space and would not require additional permitting or

other environmental review to occur. As described in a previously prepared Project Access Analysis,[9] which is included with the Traffic Impact Report in Appendix F, based on applicable trip generation rates for a commercial shopping center provided by the Institute of Transportation Engineers (ITE),[10] full occupancy of the existing facility under this alternative would generate 5,774 average daily trips (ADT), which would be an additional 2,578 ADT compared to the proposed project. During peak hours, full occupancy of the existing facility under this alternative would generate 507 P.M. peak hour trips, which would be 222 more trips than the proposed project, and would generate 134 A.M. peak hour trips, which would be 42 fewer trips than the proposed project.[11] The effects of this alternative's increased ADT and P.M. peak hour trips on area roadways was not evaluated as this scenario could occur in the absence of further evaluation of impacts and no traffic mitigation would be required for this alternative to occur. Therefore, traffic impacts under this scenario are considered to be less than significant, as would the proposed project. However, due to the increased ADT and P.M. peak hour trips that would result from full occupancy of the existing commercial center, this alternative's less than significant traffic effects would be incrementally greater than the proposed project, which would be less than significant.

### *Utility & Service Systems – Water Supply*

This alternative would leave the existing commercial structures on the site in their current condition, and assumes full occupancy of the existing commercial floor space. Using the applicable water use factor for commercial development of 2,520 gallons per day per acre (gpd/acre)[12] for the existing shopping center that occupies approximately 6.3 acres[13], full occupancy under this alternative would result in a water demand of approximately 15,876 gpd, which would be less than the proposed project's demand of approximately 62,195 gpd. Compared to the proposed project's potential water supply impacts, which would be less than significant, this alternative's water supply impacts would be reduced and would also be less than significant.

### *Utility & Service Systems – Wastewater Treatment*

This alternative would leave the existing commercial structures on the site in their current condition, and assumes full occupancy of the existing commercial floor space. Using the applicable wastewater generation factor[14] for commercial development of 0.33 x 275 gpd/1,000 sf for the existing shopping center that comprises approximately 77,000 square feet of floor space, full occupancy under this alternative would generate approximately 6,988 gpd, which would be less than the proposed project's wastewater generation of approximately 58,005 gpd. Based on this alternative's reduced generation of wastewater compared to the proposed project, potential wastewater treatment impacts would be less than significant and reduced from the proposed project's impacts, which would also be less than significant.

## Comparison to Project Objectives

The Alternative 2: No Project – Full Occupancy would not meet the objectives and underlying purpose of the project, and would not provide any new residential units to address housing demand in the City.

[9] LSA, Alamo Street Mixed Use Project Access Analysis, March 24, 2017.
[10] Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.
[11] Based on approximately 78,000 square feet of identified existing commercial space.
[12] Ventura County Waterworks District No. 8, Water Design and Construction Standards, April 30, 2003.
[13] Approximately 0.6 acres of the 6.9-acre site are vacant and are therefore not included in the existing shopping center acreage in this context for a conservative evaluation.
[14] City of Simi Valley Department of Public Works Sanitation Engineering Section, Manual and Standard Plans for Design and Construction of Sanitary Sewers, August 28, 2006.

# 5.3 ALTERNATIVE 3: REDUCED HEIGHT

Alternative 3 would provide the same land use mix and level of development as the proposed project, with 278 residential units and 8,100 square feet of commercial space located within the same footprint as the proposed project, with the maximum height reduced to three stories (approximately 44 feet). This alternative would include a basement-level parking garage to accommodate parking that the proposed project provides within the ground floor level. Additional parking would be provided along the exterior of the north and east of the residential building and around the perimeter of the commercial use, the same as with the proposed project. All residential units would be located on the ground floor and second and third levels. This alternative would include a ground floor leasing office, as well as amenities similar to the proposed project, with open space areas provided in a similar configuration as the proposed project's open space areas, although they would be located on the ground level rather than a podium level. This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would also be retained as a separate structure in the northwest corner of the site. This alternative would set aside units for affordable housing at the same levels and number of units as the proposed project for consideration of density bonus concessions and waivers pursuant to State and local regulations. Although architectural designs for this alternative have not been drafted, Figure 5-1, Reduced Height Alternative Conceptual Height Comparison, illustrates the general concept of this alternative using the upper three levels of the proposed project set to ground level.[15] Figure 5-1 also provides photo simulations of the proposed project to illustrate the difference in visual impact of a three-story alternative compared to the proposed four-story project.

## Environmental Impacts

### *Aesthetics*

Alternative 3 would construct a similar building with the same size development footprint as the proposed project, with three stories above ground and parking provided in a basement level. The purpose of this alternative is to explore an option to address public comments received on the project during the Notice of Preparation (NOP) scoping period concerning the proposed project's height and scale by reducing the height and overall massing. By restricting the building height to three stories, this alternative would provide a transition in heights from adjacent one- and two-story residences to reduce the contrast compared to the proposed project. By reducing the height differential with adjacent uses, in combination with other features of the proposed project, such as extensive articulations, landscaping, earth tone exteriors, and extensive setbacks from existing residential structures, this alternative would reduce visual character impacts of the proposed project. Additionally, as depicted in Figure 5-1, the lower height of this alternative would also result in a minor reduction in the proposed project's less than significant effects regarding scenic vistas of distant ridgelines. As with the proposed project, this alternative's aesthetic impacts would be less than significant, although reduced compared to the proposed project.

### *Air Quality*

Development of this alternative would require a more intensive grading program to excavate a basement-level parking garage, and would require export hauling of excavated soils for disposal off-site, which would result in increased short-term emissions of air pollutants for construction. Regulatory standards for reducing particulate matter emissions would be required for this alternative as well as the proposed

[15] The images provided in Figure 5-1 are not photo simulations as there are no plans drawn to specifically illustrate the Reduced Height Alternative. The images are provided to convey the relative height and massing of such an alternative compared to the proposed project.

project. This additional soil movement and export would require a longer duration for grading activities, and therefore, daily maximum emissions from these additional activities could remain similar to the proposed project's maximum daily emissions estimates as activities would be spread over a longer duration. Overall, this alternative's temporary air quality impacts would be similar, although incrementally increased compared to the proposed project. Operational (long-term) air quality impacts of this alternative would be similar to the proposed project, which would provide the same number of dwelling units and commercial space, and generate the same number of vehicle trips.

### *Cultural Resources*

The project site does not contain known archaeological resources, and has previously been graded and developed with urban uses such that all ground surfaces within the site have been disturbed. The proposed project's potential to inadvertently disturb unknown archaeological resources during grading would be reduced to less than significant with mitigation. This alternative would require excavation and disturbance of soils in the same manner as the proposed project, however to a deeper depth for constructing a basement level garage. Based on the limited potential for cultural resources to exist within the site, this alternative's potential impact would similarly be reduced to less than significant with implementation of the same mitigation measures applicable to the proposed project. However, due to the greater depth of grading that would be required, this alternative's potential to uncover unknown cultural resources would be considered to be somewhat increased compared to the proposed project, although still less than significant with mitigation.

### *Greenhouse Gas Emissions*

Development of this alternative would require a more intensive grading program to excavate a basement-level parking garage, and would require export hauling of excavated soils for disposal off-site, which would result in increased greenhouse gas (GHG) emissions during short-term construction activities. As construction activity emissions of GHGs are to be amortized over a 30-year period for evaluation under CEQA, the increase would not result in a substantial increase in this alternative's annual GHG emissions compared to the proposed project. Overall, this alternative's temporary construction GHG emissions would be similar, although incrementally increased compared to the proposed project. Operational (long-term) GHG impacts of this alternative would be similar to the proposed project, which would provide the same number of dwelling units and commercial space, and generate the same number of vehicle trips. Additionally, this alternative would be required to incorporate energy efficient structures, appliances, fixtures, and lighting pursuant to the latest codes and ordinances, as would the proposed project. Therefore, GHG impacts of this alternative would be less than significant, as would the proposed project, although incrementally greater during short-term construction activities.

### *Hazards and Hazardous Materials*

This alternative would result in the same potential risk of encountering hazardous materials during demolition of existing structures (asbestos materials, lead paint, etc.) and grading (soil contamination from operation of a dry cleaners), as would the proposed project. Such impacts would be less than significant with mitigation requiring testing and appropriate abatement if found, which would be equivalent to the proposed project.

### *Land Use and Planning*

This alternative would provide the same land uses as the proposed project. By reducing the overall height, this alternative would be well below the maximum height allowed for the site under current zoning. However, this alternative would have the same inconsistency with General Plan Land Use policy LU-23.1 regarding the City's goals for development of mixed-use corridors, specifically by having only a small

percentage of the project as commercial space. Therefore, this alternative's inconsistencies with land use policy regarding development in a mixed-use corridor would be the same as the proposed project. As this alternative's lower height would provide a more seamless transition in heights, it would be more consistent with policies that encourage transitional heights than the proposed project. However, as the inconsistencies would not result in a significant environmental impact, this alternative's potential impacts regarding inconsistency with land use policies would be less than significant as would the proposed project, although reduced compared to the proposed project.

### *Noise*

This alternative would require more intensive grading and excavation for development of an underground garage, resulting in a greater duration of short-term construction noise impacts generated onsite, as well as offsite due to soil export hauling, however, as with the proposed project, such impacts would be considered to be less than significant. During operations, this alternative would generate the same number of vehicles and associated traffic noise as the proposed project, as well as onsite noise from rooftop equipment such as air conditioning units, requiring similar mitigation as the proposed project. This alternative's noise impacts would be less than significant with mitigation, although somewhat greater during construction activities than the proposed project, which would also be less than significant with mitigation.

### *Public Services – Fire and Ambulance Services*

This alternative's potential to result in physical impacts on the environment associated with the need for new or expanded facilities for fire and ambulance services would be equivalent to the proposed project's impacts, which would be less than significant.

### *Public Services – Police Services*

This alternative's potential to result in physical impacts on the environment associated with the need for new or expanded facilities for police services would be equivalent to the proposed project's impacts, which would be less than significant.

### *Public Services – Schools*

This alternative's potential to result in physical impacts on the environment associated with the need for new or expanded facilities for school facilities would be equivalent to the proposed project's impacts, which would be less than significant.

### *Parks and Recreation*

This alternative's potential to result in physical impacts on the environment associated with the need for new or expanded parks and recreation facilities would be equivalent to the proposed project's impacts, which would be less than significant.

### *Transportation and Traffic*

During construction, this alternative would require temporary soil export hauling, which would generate additional trips on area roadways. These activities would be short term and effects on traffic would be less than significant as the current level of service (LOS) for all intersections in the study area is LOS C or better (primarily LOS A or LOS B), and trucks leaving the site would not exit the site in substantial numbers at the same time. Standard construction traffic management techniques, such as warning signs and flagmen would be employed at the site. During operations, this alternative would generate the same number of vehicle trips as the proposed project, as it would create the same amount of residential units

and commercial space. Therefore, long-term traffic effects would be less than significant and equivalent to the proposed project's traffic impacts which would be less than significant. However, because the short-term construction traffic effects would temporarily be somewhat greater than the proposed project, this alternative's traffic effects would be increased compared to the proposed project,

### *Utility & Service Systems – Water Supply*

This alternative's water supply impacts would be equivalent to the proposed project's impacts, which would be less than significant.

### *Utility & Service Systems – Wastewater Treatment*

This alternative's wastewater treatment impacts would be equivalent to the proposed project's impacts, which would be less than significant.

## Comparison to Project Objectives

The Alternative 3: Reduced Height scenario would meet the main objectives of the project, redeveloping an underperforming commercial land use by providing an equivalent number of new residential units to address housing demand in the City and incorporating equivalent square footage of onsite commercial space.

# 5.4 ALTERNATIVE 4:

# MIXED-USE (INCREASED COMMERCIAL) - TRANSITIONAL HEIGHTS

Alternative 4 would provide a similar land use mix within approximately the same footprint as the proposed project. This alternative would include the same number of residential units as the proposed project (278 units), and would set aside units for affordable housing at the same levels and number of units as the proposed project, rendering it also eligible for consideration of density bonus concessions and waivers pursuant to State and local regulations. However, to better accomplish the City's planning goals of the mixed-use overlay zoning of the property,[16] the commercial space would be increased by 16,000 square feet, which would nearly triple the amount provided by the proposed project, for a total of approximately 24,100 square feet. Although this alternative's commercial space would be less than 25 percent of the total floor area,[17] as would the proposed project, this alternative's land use mix is based on an approximation of the maximum commercial space that could be provided without creating significant impacts in combination with the same number of residential units as the proposed project.[18] The proposed project's residential unit count was not reduced for this alternative in order to provided needed housing. As with the proposed project, an existing commercial use on the west side of Tapo Street that is also a designated parcel of the Tapo Street Corridor Area A would supplement the total commercial space for the Tapo Street Corridor Area A. Further, additional existing commercial space provided by a CVS pharmacy located adjacent to, although not within, the designated boundary of Area A would also complement the overall commercial uses available at the Tapo/Alamo Street intersection for use by residents within the Tapo Street Corridor Area A and the surrounding community.

[16] The proposed project's 8,100 square feet of commercial space would not meet the City's minimum standard of 25 percent of the overall project for it to be considered a mixed-use development pursuant to Municipal Code Section 9-44.105(B) (2) - Mixed-Use (MU) Overlay District Standards.

[17] The City's Municipal Code Section 9-44.105(B)(2) Mixed-Use (MU) Overlay District Standards specify a minimum of 25 percent of a mixed-use project's floor area must be developed and maintained as commercial uses.

[18] Increasing the commercial space to 25% of the proposed residential space would result in significant air quality impacts due to generation of a criteria pollutant from mobile sources.

In this alternative, the additional commercial space would be provided on the ground floor of the new structure, facing adjacent roadways, with residential uses above and behind the commercial space. This alternative's placement of residential units above commercial space would provide a vertically mixed-use development, which is specified as an allowed land use configuration for the project site by the Municipal Code and the General Plan Policy LU-23.1.

In order to reduce the massing along adjacent roadways, this alternative would include a transitional height element by stepping back the upper three levels a minimum of 25 feet from the ground floor level commercial space along Tapo and Alamo Streets. This alternative would have the same maximum height of four stories (not to exceed 55 feet) as the proposed project; however, along the entire Tapo and Alamo Street frontages, the building height would be one story only (approximately 25 feet). This alternative would assume that the 8,100 square foot stand-alone commercial space of the proposed project would be retained as a separate structure in the northwest corner of the site as in the proposed project. Therefore, this alternative would include approximately 16,000 square feet of commercial space on the site compared to the proposed project. To adhere to the smaller upper floor footprints, this alternative's open space areas would likely need to be reduced to accommodate the 278 units and additional commercial space. Also, to accommodate the minimum number of parking spaces required under the State's density bonus law as well as increased parking to serve the additional commercial space, this alternative would likely require a basement level parking garage.

No architectural plans have been drafted for such an alternative on the project site. Examples of existing mixed-use buildings in southern California that provide street-front commercial uses with residential uses above are shown in Figure 5-2, Mixed-Use (Increased Commercial) – Transitional Height Alternative Concept Examples. These examples also incorporate transitional heights, with upper levels stepped back from roadways to reduce massing impacts, similar in concept to this alternative.

## Environmental Impacts

### *Aesthetics*

Alternative 4 would redevelop the project site within the same development footprint as the proposed project. This alternative has not been designed, but in concept would differ from the proposed project by placing one-story street-level commercial space along all street frontages. This alternative would also retain the 8,100 square foot commercial structure in the northeast corner, as would the proposed project. The approximately 55-foot high, four-story residential component for this alternative would be stepped back from Alamo Street and Tapo Street an additional 25 feet from the façade of the one-story commercial space, providing a transition of heights from existing one-story residences located south of Alamo Street, and one-story commercial structure west of Tapo Street. This configuration has been conceived by the City in order to reduce the perceived massing and scale of the structure along Tapo Street and Alamo Street, and provide more pedestrian accessible commercial uses along the street frontage. Parking would be provided along the northern and eastern perimeter of the structure, and within the structure itself, as would the proposed project, which would avoid expansive views of a parking lot. Additional parking for this alternative would be provided in a basement parking level. The commercial structure to be retained in the northwest corner of the site would have surface level parking around the perimeter of that structure, as would the proposed project. This alternative would have similar effects regarding scenic vistas, scenic resources, and lighting as the proposed project, which would be less than significant. Although this alternative would construct a building with the same height as the proposed project, a transition in heights would be achieved along the entire street frontage restricting the height along the street frontages to a single story, with upper floors stepped back 25 feet from the ground floor façade in order to reduce the buildings massing along public roadways in response to public scoping comments concerning the proposed project's scale and visual effect.

As such, this alternative's aesthetic impacts would be less than significant, although reduced compared to the proposed project's aesthetic impacts, which would also be less than significant.

## *Air Quality*

Development of this alternative would require a more intensive grading program to excavate a basement-level parking garage, and would require export hauling of excavated soils for disposal off-site, which would result in increased short-term emissions of air pollutants for construction. Regulatory standards for reducing particulate matter emissions would be required for this alternative as well as the proposed project. This additional soil movement and export would require a longer duration for grading activities. Daily maximum emissions from these additional grading and soil export activities could remain similar to the proposed project's maximum daily emissions estimates if such activities were to be spread over a sufficient duration. Overall, this alternative's temporary air quality impacts would be similar, although incrementally increased compared to the proposed project. Operational (long-term) air quality impacts of this alternative would be increased compared to the proposed project, due to the increased commercial square footage to be operated and maintained, as well as additional traffic accessing the site that the increased commercial space would generate. However, calculations of potential increases in emissions of oxides of nitrogen (NOx) associated with increasing the commercial space were considered in determining the amount of increased commercial space to include in this alternative that would reasonably be below thresholds of significance for air quality impacts.

As shown in Section 4.2, the applicable emissions threshold for NOx is 25 lbs/day, and the proposed project's operational NOx emissions would be 19.2 lbs/day. Therefore, this alternative could generate an additional 5.2 lbs/day of NOx without exceeding the significance threshold. A previous draft Air Quality Study prepared for the project[19] estimated that the emissions of NOx from full occupation of the 70,000 square feet of existing commercial space to be removed by the project would be 22.8 lbs/day. Applying the same rate of NOx emissions on a square foot basis to this alternative's provision of 16,000 additional square feet of commercial space would result in an additional 5.2 lbs/day[20] of NOx. Therefore, this alternative's total NOx emissions during operations would be approximately 24.4 lbs/day, which would not exceed the applicable significance threshold. Additionally, mixed-use projects provide increased opportunities for residents of the project to obtain goods and services from onsite commercial uses (internal capture trips), which would further reduce the potential NOx emissions from this alternative. All other criteria pollutant emissions of the proposed project would be sufficiently below significance thresholds that this alternative's emissions would likewise be below significance. As such, this alternative would have a greater amount of pollutant emissions than the proposed project in both short-term construction and long-term operations, although impacts would be less than significant.

## *Cultural Resources*

The project site does not contain known archaeological resources, and has previously been graded and developed with urban uses such that all ground surfaces within the site have been disturbed. The proposed project's potential to inadvertently disturb unknown archaeological resources during grading would be reduced to less than significant with mitigation. This alternative would require excavation and disturbance of soils in the same manner as the proposed project, however to a deeper depth for constructing a basement level garage. Based on the limited potential for cultural resources to exist within the site, this alternative's potential impact would similarly be reduced to less than significant with implementation of the same mitigation measures applicable to the proposed project. However, due to the greater depth of grading that would be required, this alternative's potential to uncover unknown cultural resources would

[19] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study Alamo Street Mixed Use Project, May 2018.
[20] 22.8 lbs/70,000 sf x 16,000 sf = 5.2 lbs.

be considered to be somewhat increased compared to the proposed project, although still less than significant with mitigation.

## *Greenhouse Gas Emissions*

Development of this alternative would require a more intensive grading program to excavate a basement-level parking garage, and would require export hauling of excavated soils for disposal off-site, which would result in increased greenhouse gas (GHG) emissions during short-term construction activities. As construction activity emissions of GHGs are to be amortized over a 30-year period for evaluation under CEQA, the increase would not result in a substantial increase in this alternative's annual GHG emissions compared to the proposed project. Overall, this alternative's temporary construction GHG emissions would be similar, although incrementally increased compared to the proposed project. Operational (long-term) GHG impacts of this alternative would be increased compared to the proposed project, as it would increase the amount of commercial space while providing the same number of dwelling units. The additional commercial space would generate an increased number of vehicle trips resulting in greater GHG emissions, and operation and maintenance of the increased commercial space would also generate increased GHG emissions including use of electricity and natural gas, as well as from additional energy required to supply water, wastewater treatment, and solid waste disposal services. This alternative would be required to incorporate energy efficient structures, appliances, fixtures, and lighting pursuant to the latest codes and ordinances, as would the proposed project. By providing additional commercial space to better meet the City's planning goals for mixed-use development, this alternative would potentially be more consistent with the City's Climate Action Plan (CAP) guidelines for reducing greenhouse gas through land use planning. Therefore, GHG impacts of this alternative would be less than significant, as would the proposed project, although incrementally greater during short-term construction activities and long-term operations.

## *Hazards and Hazardous Materials*

This alternative would result in the same potential risk of encountering hazardous materials during demolition of existing structures (asbestos materials, lead paint, etc.) and grading (soil contamination from operation of a dry cleaners), as would the proposed project. Such impacts would be less than significant with mitigation requiring testing and appropriate abatement if found, which would be equivalent to the proposed project.

## *Land Use and Planning*

This alternative has been conceived by the City to increase commercial space on the site to better meet the City's planning goals for the mixed-use overlay zoning of the project site, as well as land use policy LU-23.1. By providing increased opportunities for future residents of the Tapo Street Corridor Area A and the surrounding community to obtain goods and services within the project site, this alternative could increase pedestrian use within the project site and vicinity. This alternative's increased commercial space would still not meet the mixed-use overlay district standards of Municipal Code Section 9-44.105(B)(2) to provide 25% of the total floor space for commercial uses. However, it was determined that providing commercial space that would equal 25% of the overall floor area in combination with the same number of residential units allowed by the State's density bonus law would require substantially more commercial space, which would result in a significant air quality impact. As such, this alternative's increased commercial space has been limited to an amount that would reasonably avoid creating a significant impact. This alternative's mixed-use development of residential over commercial uses would be consistent with the allowable land use configurations specified by the General Plan policy LU-23.1, which includes vertical mixed-use development. This alternative also provides transitional heights to reduce massing of higher density development in areas with lower densities, and would be more

consistent with General Plan policies regarding transitional heights. As with the proposed project, this alternative would not substantially conflict with applicable land use policies that would result in a significant environmental impact. Therefore, this alternative's potential to result in environmental impacts due to conflicts with applicable land use and planning policies would be less than significant, although reduced compared to the proposed project by increasing the amount of commercial space to encourage more pedestrian use in the vicinity and better meet the City's planning goals for mixed-use developments.

### *Noise*

This alternative would require more intensive grading and excavation for development of an underground garage, resulting in a greater duration of short-term construction noise impacts generated onsite, as well as offsite due to soil export hauling, however, as with the proposed project, such impacts would be considered to be less than significant by required compliance with City noise regulations. During operations, this alternative would generate more traffic and associated traffic noise due to the increased commercial space compared to the proposed project, however, this alternative would not double traffic on the surrounding roadways. As this project would not generate double the amount of traffic on area roadways, additional traffic noise would be less than 3 dB, the level at which a noticeable change occurs. Therefore, no significant traffic noise increase would occur. Onsite noise from rooftop equipment such as air conditioning units, would require similar noise shielding mitigation as the proposed project to ensure compliance with the City's noise regulations. This alternative's noise impacts would be less than significant with mitigation, although somewhat greater during construction and operations than the proposed project, which would also be less than significant with mitigation.

### *Public Services – Fire and Ambulance Services*

This alternative's potential demand for fire and ambulance services would be somewhat increased compared to the proposed project due to the increased commercial space provided, although it would not be anticipated to require additional fire and ambulance facilities to be adequately served, and impacts would be roughly equivalent to the proposed project's impacts, which would be less than significant.

### *Public Services – Police Services*

This alternative's impacts regarding police services would be somewhat increased compared to the proposed project due to the increased commercial space provided, although it would not be anticipated to require additional police facilities to be adequately served, and impacts would be roughly equivalent to the proposed project's impacts, which would be less than significant.

### *Public Services – Schools*

This alternative would provide the same number of residential units and generate the same number of students to be served by existing school facilities as the proposed project, and therefore, impacts regarding school facilities would be equivalent to the proposed project, which would be less than significant.

### *Parks and Recreation*

This alternative would provide the same number of residential units and generate the same demand for park and recreation facilities as the proposed project, and therefore, impacts regarding such facilities would be equivalent to the proposed project, which would be less than significant.

## *Transportation and Traffic*

During construction, this alternative would temporarily generate additional trips on area roadways including dump trucks arriving and departing for soil export activities. These impacts would be short term and would be less than significant as the current level of service (LOS) for all intersections in the study area is LOS C or better (primarily LOS A or LOS B), and trucks leaving the site would not exit the site in significant numbers at the same time. Standard construction traffic management techniques, such as warning signs and flagmen would be employed at the site.

During operations, this alternative's traffic generation of average daily trips (ADT) would be increased due to the provision of additional commercial space. As described above in the traffic evaluation of Alternative 2 impacts, a previously prepared Project Access Analysis,[21] evaluated traffic generation of the existing commercial center at full occupancy based on applicable trip generation rates for a commercial shopping center provided by the Institute of Transportation Engineers (ITE).[22] Based on the number of trips per square foot determined by that analysis, the additional commercial space of this alternative would generate an additional 28 trips in the A.M peak hour, and an additional 104 trips in the P.M. peak hour compared to the proposed project. Additionally, mixed-use developments are generally credited with trip reductions due to residents forgoing vehicle trips by obtaining some goods and services from onsite commercial space, which would be expected to further reduce the additional trips that this alternative would generate. The intersections in the vicinity currently operate at acceptable levels of service (LOS), primarily LOS A and LOS B, and would not be significantly affected by the proposed project, as it would not result in a reduction of the LOS rating of any intersection. Moreover, the two freeway ramp intersections that would operate at LOS C with or without the proposed project in future (Year 2035) would be at the low end of the Highway Capacity Manual (HCM) criteria range for LOS C,[23] with peak hour ratings of 20.5 and 23.5, of which the proposed project's contribution would be between 0.0 and 0.4. Therefore, this alternative's incremental increase in traffic due to approximately 16,000 square feet of additional commercial space would not be anticipated to result in a substantial reduction in LOS at area intersections. Therefore, this alternative's potential traffic impacts would be less than significant, although somewhat increase compared to the proposed project, which would also be less than significant,

## *Utility & Service Systems – Water Supply*

This alternative's impacts regarding water supply would be somewhat increased compared to the proposed project due to the increased commercial space provided. The proposed project's water demand for 8,100 square feet of commercial space would be 479 gallons/day. This alternative's additional 16,000 square feet of commercial space would then have a water demand of approximately 958 gallons/day or 1.1 acre feet per year (AFY). Based on the Ventura County Waterworks District No. 8 projected water supply for 2020 of 21,588 AFY, this alternative's additional water demand would represent approximately 0.005 percent of the projected supplies. This alternative's slight increase in commercial use would not be anticipated to require additional water supply facilities in order to be adequately served, and impacts would be less than significant, as would the proposed project's impacts, although incrementally increased.

## *Utility & Service Systems – Wastewater Treatment*

This alternative's impacts regarding wastewater treatment would be somewhat increased compared to the proposed project due to the increased commercial space provided. The proposed project's wastewater generation for 8,100 square feet of commercial space would be 737 gallons/day. This alternative's

[21] LSA, Alamo Street Mixed Use Project Access Analysis, March 24, 2017.
[22] Institute of Transportation Engineers (ITE) Trip Generation, 9th Edition, 2012.
[23] Highway Capacity Manual criteria for LOS C is a signalized intersection delay of between 20 and 35 seconds.

additional 16,000 square feet of commercial space would then have a wastewater generation of approximately 1456 gallons/day. Based on the existing wastewater treatment facility's excess capacity of 2.5 million gallons per day (mgd), this alternative's additional wastewater generation would represent approximately 0.03 percent of the excess treatment capacity. This alternative's the slight increase in commercial use would not be anticipated to require additional wastewater treatment facilities in order to be adequately served, and impacts would be less than significant, as would the proposed project's impacts, although incrementally increased.

### Comparison to Project Objectives

The Alternative 4: Mixed-Use (Increased Commercial) – Transitional Heights scenario would meet the objectives and underlying purpose of the project, redeveloping an underperforming commercial land use by providing new residential units to address housing demand in the City and incorporating onsite commercial space. This alternative would also better meet the of the City's planning goals for a mixed-use development, and would therefore be more consistent with the City's mixed-use overlay land use designation for the site and be more consistent with the project objectives.

## 5.5 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The following table, **Table 5-1, Comparison of Features and Impacts of the Project and Alternatives**, provides a comparison of the key project features and the environmental effects of the project against those of the alternatives evaluated above. Based on this comparison, the Environmentally Superior Alternative would be the No Project – Existing Conditions Alternative, which would retain the existing shopping center development and vacant lot as-is. All impacts would be reduced as compared to the proposed project, and no significant impacts would occur. However, this alternative would not attain the basic project objective of the proposed project, which is to develop affordable housing units to meet the City's residential housing needs and population growth projections. It is also noted that this Alternative assumes existing economic conditions and lack of demand for commercial space at this facility would persist indefinitely. As stated in Section 15126.6(e)(2) of the State CEQA Guidelines, if the environmentally superior alternative is the "no project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives.

Because the environmentally superior alternative is a no project alternative, the next superior alternative was identified. Considering the number of lessened impacts (assuming each environmental impact is of equal weight), the Alternative 3: Reduced Height would be environmentally superior to the proposed project as well as Alternative 2 and Alternative 4. Although this alternative would have some increase in temporary impacts compared to the proposed project during construction, long-term impacts would generally be equivalent with the proposed project as it offers the same number of residential units and commercial space. However, this alternative's lower height would reduce the perceived scale and massing of the structure over the long-term, and therefore is deemed to be environmentally superior.

Although Alternative 3 would be the environmentally superior alternative, Alternative 4: Mixed-Use (Increased Commercial) – Transitional Height, would better meet the City's planning goals for a mixed-use development. Both Alternative 3 and Alternative 4 would reduce massing by either lowering the overall height or featuring a transitional height element across the entire street frontage. Short-term construction related impacts would be approximately equivalent between Alternative 3 and Alternative 4 due to excavation for underground parking and soil export hauling. However, because of the additional commercial space it would provide, Alternative 4 would have incrementally increased long-term effects regarding traffic, air quality, GHG, public services, and utilities compared to Alternative 3, although these effects for both alternatives would be less than significant, or less than significant after mitigation.

Therefore, although Alternative 4 would better meet the City's planning goals for mixed-use development by providing increased commercial opportunities to encourage pedestrian travel in the vicinity, Alternative 3 would still be considered to be the environmentally superior alternative due to the marginal increases in long-term environmental effects of Alternative 4 as compared to Alternative 3.

**Table 5-1**
**Comparison of Features and Impacts of the Project and Alternatives**

| | Proposed Project | Alternative 1 No Project - Current Conditions | Alternative 2 No Project - Full Occupancy | Alternative 3 Reduced Height | Alternative 4 Mixed-Use (Increased Commercial) – Transitional Height |
|---|---|---|---|---|---|
| **Project Description/Features** | | | | | |
| Residential Units | 278 | 0 | 0 | 278 | 278 |
| Commercial (sf) | 8,100 | 78,000 (approx.) | 78,000 (approx.) | 8,100 | 24,100 |
| **Environmental Impacts** | | | | | |
| Aesthetics | LTS | NI | NI | LTS (-) | LTS (-) |
| Air Quality | LTS | NI | LTS (+) | LTS (+) | LTS (+) |
| Cultural Resources | LTSAM | NI | NI | LTSAM (+) | LTSAM (+) |
| Greenhouse Gas Emission | LTS | NI | LTS (+) | LTS (+) | LTS (+) |
| Hazards | LTSAM | NI | NI | LTSAM (=) | LTSAM (=) |
| Land Use and Planning | LTS | NI | NI | LTS (-) | LTS (-) |
| Noise | LTSAM | NI | LTS (-) | LTSAM (=) | LTSAM (+) |
| Public Services | | | | | |
| *Fire and Ambulance Services* | LTS | NI | NI | LTS (=) | LTS (+) |
| *Police Services* | LTS | NI | NI | LTS (=) | LTS (+) |
| *Schools* | LTS | NI | NI | LTS (=) | LTS (=) |
| Parks and Recreation | LTS | NI | NI | LTS (=) | LTS (=) |
| Transportation and Traffic | LTS | NI | LTS (+) | LTS (+) | LTS (+) |
| Utility and Service Systems | | | | | |
| *Water Supply* | LTS | NI | LTS (-) | LTS (=) | LTS (+) |
| *Wastewater Treatment* | LTS | NI | LTS (-) | LTS (=) | LTS (+) |
| Comparison to Proposed Project | | | | | |

NI - No Impact
LTS - Less than significant impact
LTSM - Less than significant impact with mitigation
S&U - Significant and unavoidable impact
(+), (-), (=) – Increase, decrease, or equivalent impact compared to the proposed project

# 6.0 OTHER CEQA CONSIDERATIONS

## 6.1 SIGNIFICANT UNAVOIDABLE IMPACTS

Section 15126.2(b) of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe significant environmental impacts that cannot be avoided, including those effects that can be mitigated but not reduced to a less than significant level. As detailed in Chapter 4, Environmental Impact Analysis, of this Draft EIR, the proposed project would not result in significant and unavoidable environmental impacts.

## 6.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

According to Sections 15126(c) and 15126.2(c) of the State CEQA Guidelines, an EIR is required to address any significant irreversible environmental changes that would occur should the proposed Project be implemented. As stated in the State CEQA Guidelines Section 15126.2(c):

Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts (such as highway improvement which provides access to a previously inaccessible area) generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.

The project would be consistent with regional and local growth forecasts, and would not require an amendment to the City's General Plan. The project does not propose any extensions of roadways or other infrastructure that would provide access to a previously inaccessible area. The project would consume limited, slowly renewable, and non-renewable resources during construction and operations. Project construction would require the consumption of resources that are non-replenishable or that may renew so slowly as to be considered non-renewable. These resources would include construction materials such as lumber, aggregate materials such as sand and gravel, metals such as steel, and petrochemical construction materials such as plastics. Additionally, nonrenewable fossil fuels such as gasoline and diesel would also be consumed by operation of construction vehicles and equipment, as well as the transport of materials and workers to and from the project site.

During operations, nonrenewable resources such as fuels for vehicle-trips as well as offsite generation of electricity to serve the site would be consumed by development of the site. These resources are currently also consumed for operations of the existing commercial center on the site, as well as the surrounding urban uses within the City. As with the majority of the urban landscape, construction and use of the project would incrementally reduce existing finite supplies of these resources. While the project would result in the consumption of nonrenewable resources, the net change in such consumption attributable to the project operations would be reduced by the removal of the majority of the existing commercial center that currently results in consumption of similar resources.

The project would be required to be constructed to meet energy efficiency standards of the 2016 California Green Building Standards (CALGreen) Code. Some required features that would contribute to energy efficiency include the installation of energy efficient appliances, water efficient irrigation systems, water efficient indoor fixtures, and the installation of the conduit and panel capacity to accommodate future electric vehicle (EV) charging stations. The project as currently designed would initially incorporate six parking spaces with EV charging stations.

As an infill redevelopment providing both residential and commercial uses onsite, the project would contribute to a land use pattern that addresses housing needs without increasing urban sprawl. This would reduce vehicle trips and vehicle miles traveled, and thus reduce consumption of fuel resources, by locating residential uses within the City's existing urban area in proximity to commercial uses, including the proposed commercial use that would remain on the site. Additionally, the project would support pedestrian activity in the area, by incorporating sidewalks which provide connectivity to the surrounding area including commercial development along the rest of the Tapo Street Corridor Mixed-Use District, as well as retaining an existing bus stop at the site's frontage with Tapo Street. The project would also support bicycle use by including a bicycle storage area for residents, a short-term bicycle parking area at the commercial portion of the site, and would also retain an existing striped bike lane along the frontage with Alamo Street. The project's provision of onsite recreation amenities would also reduce the need for personal vehicle trips. By reducing the need for personal vehicle trips, these features would reduce the potential consumption of fuel resources by future residents of the project.

## 6.3 ENERGY

Appendix F of the CEQA Guidelines states that CEQA requires that EIRs include a discussion of the potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful and unnecessary consumption of energy.

During construction, the project would use heavy-duty equipment associated with demolition, grading, paving, and building construction. Based on the project's Air Quality and Greenhouse Gas Study,[1] construction equipment used on the site would likely include excavators, graders, tractors/loaders/backhoes, dozers, scrapers, air compressors, cranes, forklifts, generators, welders, rollers, and pavers. The majority of the equipment would likely be diesel-fueled; however, smaller equipment such as welders and pumps may be electric-, gasoline-, or natural gas-fueled, and tower cranes would likely be electric.

Construction activities would be anticipated to occur over a total of approximately 14 to 15 months; although, earth moving equipment used for demolition, site preparation, and grading phases, would likely be onsite for approximately 10 weeks, or just over two months. California Code of Regulations Section 2485, Airborne Toxic Control Measure to Limit Diesel-Fueled Commercial Motor Vehicle Idling, requires that among other things, that drivers of diesel-fueled commercial motor vehicles with gross vehicle weight ratings greater than 10,000 pounds, including buses and sleeper berth equipped trucks, not idle the vehicle's primary diesel engine longer than five minutes at any location. While intended to reduce construction criteria pollutant emissions, compliance with anti-idling regulations would also result in efficient use of construction-related energy and prevent unnecessary consumption of energy (diesel fuel).

The project has been designed to avoid offsite hauling of soil materials by balancing grading quantities onsite, which would reduce the project's overall energy use during construction. Although the project would require offsite hauling of approximately 160 truckloads of demolition debris (317 one-way trips) for recycling or disposal, the project would retain and remodel 8,100 square feet of the existing structure for reuse as a commercial component of the project, reducing the number of haul trips for construction debris, and reducing the overall amount of grading and foundation work compared to fully demolishing and rebuilding the entire site. Throughout the duration of construction, workers would travel to and from the site, although the number of workers would vary based on the phase of construction activity taking place. The Air Quality and Greenhouse Gas Study estimates that the total number of worker trips would be 438 one way trips throughout the duration of construction activities.

[1] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study, Alamo Street Mixed Use Project, June 2018.

Based on carbon dioxide ($CO_2$) emission factors for transportation fuels published by the U.S. Energy Information Administration,[2] the amount of diesel and petroleum-based gasoline consumed by the project's construction activities can be estimated based on $CO_2$ emissions. Burning one gallon of diesel fuel generates approximately 22.4 pounds of $CO_2$, and burning one gallon of petroleum-based gasoline produces approximately 19.6 pounds of $CO_2$. Based on the U.S. Energy Information Administration fuel consumption factors identified above, and the project's estimated "Total $CO_2$" emissions presented in the Air Quality and Greenhouse Gas Study,[3] it is estimated that the project's construction activities would consume a total of approximately 63,068 gallons of diesel fuel and approximately 31,542 gallons of gasoline.

In 2016, California consumed a total of 348,830 thousand barrels of gasoline for transportation, which is equivalent to a total annual consumption of 14.7 billion gallons by the transportation sector.[4] For diesel, California consumed a total of 80,218 thousand barrels for transportation, which is equivalent to a total annual consumption of 3.4 billion gallons by the transportation sector. The use of heavy construction equipment onsite for approximately 10 weeks, and offsite transportation of materials and workers over the approximately 15-month duration of construction activities would not represent a substantial proportion of annual transportation fuel use in California. Anti-idling regulations, avoiding soil import or export activities would reduce the potential for wasteful use of energy sources.

Due to the relatively short duration of the construction process, and the fact that the extent of fuel consumption is inherent to construction projects of this size and nature, fuel consumption impacts would not be considered excessive or substantial with respect to regional fuel supplies. The energy demands during construction would be typical of construction projects for projects of this size and would not necessitate additional energy facilities or distribution infrastructure or cause wasteful, inefficient or unnecessary consumption of energy. Accordingly, energy demands during construction would be less than significant.

During operations, energy consumption would result from building energy demand (electricity and natural gas) and from transportation fuels (e.g., diesel and gasoline) used by vehicles traveling to and from the Project Site. The project's Air Quality and Greenhouse Gas Study,[5] estimates that during operations, mobile sources would generate $CO_2$ emissions of approximately 2,315.7 MT (5,105,245 lbs.) annually, which based on carbon dioxide emission factors for transportation fuels published by the U.S. Energy Information Administration,[6] would indicate that annual consumption of gasoline by project operations would be approximately 260,472 gallons. This would be less than 0.0018 percent of annual statewide use, and does not include credit for existing transportation fuel consumption by existing uses that would be removed by the project. Additionally, it is noted that future residents of the proposed project that may currently reside in the region or State would likely consume similar quantities of transportation fuels elsewhere in the City, region, or State in the absence of the proposed project, and the project's transportation fuel consumption would not necessarily be "new" consumption.

The project would be provided electrical service by Southern California Edison (SCE), which provides electricity service to more than 15 million people in a 50,000 square-mile area of central, coastal and Southern California. SCE delivered 87 billion kWh of electricity in 2015 to 180 incorporated cities and 15 counties. The project would be provided natural gas service by Southern California Gas (SoCalGas), which

[2] U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.
[3] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study, Alamo Street Mixed Use Project, June 2018.
[4] United States Energy Information Administration, Table F3: Motor Gasoline Consumption, Price, and Expenditure Estimates, 2016, Accessed September 27, 2018 at: https://www.eia.gov/state/seds/data.php?incfile=/state/seds/sep_fuel/html/fuel_mg.html&sid=US.
[5] Rincon Consultants, Inc., Air Quality & Greenhouse Gas Study, Alamo Street Mixed Use Project, June 2018.
[6] U.S. Energy Information Administration, Environment Carbon Dioxide Emissions Coefficients, February 2, 2016.

serves 21.8 million consumers through 5.9 million meters in more than 500 communities. The SoCalGas service area encompasses approximately 24,000 square miles. In 2016, SoCalGas natural gas sales were 294 billion cubic feet,[7] or approximately 300 billion kBtu. The project's proposed 278 residential apartment building and 8,100 square feet of commercial space would represent a very small fraction of the number of existing uses currently served by SCE and SoCalGas, and would not substantially alter current demands for electricity and natural gas supplies provided by these energy suppliers.

The Project would be required to comply with the applicable portions of the Title 24 Building Standards Code, including Part 11, known as the CALGreen Code, which provide requirements for energy efficiency to be incorporated to insure that the operation of the project would not constitute a wasteful use of electrical and natural gas supplies. The project would also provide bicycle storage to accommodate 112 bikes, and six electric vehicle (EV) parking spaces, as well as provide a mix of commercial and residential uses on the site to reduce the need for consumption of gasoline supplies for vehicle use. By required compliance with applicable regulations, the project would not be considered to result in wasteful use of energy supplies.

## 6.4 GROWTH INDUCING IMPACTS

Section 15126.2(d) of the State CEQA Guidelines requires an EIR to discuss the ways a proposed project could foster economic or population growth or the construction of additional housing, directly or indirectly, in the surrounding environment. Growth-inducing impacts include the removal of obstacles to population growth (e.g., the expansion of a wastewater treatment plant allowing more development in a service area) and the development and construction of new service facilities that could significantly affect the environment individually or cumulatively. In addition, pursuant to CEQA, growth must not be assumed as beneficial, detrimental, or of little significance to the environment.

### Direct Growth

The proposed infill development project would remove approximately 77,190 square feet of an existing approximately 78,000-square foot commercial center, and would provide 278 residential apartment units and retain 8,100 square feet of commercial space. The project is located within the Tapo Street Corridor Mixed-Use District – Area A, a location that is targeted by the City's General Plan Land Use Policy LU-23 for improvement and higher economic use. The types of land uses envisioned for the site, as specified in Policy LU-23, include: vertical Mixed-Use development; General Commercial; Office Commercial; and Very High Density Residential.

The project's 278 residential units would provide housing for approximately 834 residents within the site. According to forecasts provided by the Southern California Association of Governments (SCAG), Simi Valley is expected to grow from a 2012 population of 125,000 to a 2040 population of 142,400, and experience an increase in housing units from 41,300 to 47,400 over the same period.[8] The proposed project would represent approximately 4.8 percent and 4.6 percent of the City's expected growth in population and housing units, respectively, over that time period, which would not exceed projections or be a substantial proportion of expected growth. As the commercial component of the project would consist of a remodeled portion of the existing commercial development on the site, potential employment associated with the 8,100 square feet of commercial space to remain would not represent growth in area employment, as commercial employment on the site is an existing condition. Therefore, the proposed project would not result in an unanticipated increase in direct population growth.

[7] Sempra Energy, 2017 Annual Report, 2017.
[8] Southern California Association of Governments (SCAG), 2016-2040 RTPSCS, Demographics & Growth Forecast Appendix, Adopted April 2016.

### Indirect Growth

The project would redevelop an infill site that is currently occupied by a commercial center that is served by existing infrastructure (e.g., roads and utilities) and public services. The project does not require construction or expansion of roadways or utility infrastructure, and as such, would not result in the removal of obstacles to further development in the area. Therefore, the project would not open inaccessible sites to new development, and would not indirectly foster substantial additional growth in the area that could result in significant environmental impacts.

## 6.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the CEQA Guidelines states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Such a statement may be contained in an attached copy of an Initial Study. The City's Notice of Preparation (NOP) dated September 20, 2017, included an Initial Study prepared by the City for the proposed project. The NOP and Initial Study are provided with this EIR as **Appendix A**. The Initial Study found that the project would not have potentially significant impacts regarding the following environmental factors:

- Biological Resources
- Geology/Soils
- Hydrology/Water Quality
- Mineral Resources
- Population/housing
- Recreation
- Utilities/Service Systems

Additionally, the Initial Study Section IV Cultural Resources notes that pursuant to state law AB 52, the City invited local interested tribes to consult on the project (by certified letters dated February 8, 2017), and that none of the affected tribes requested consultation on the proposed project. Therefore, no further consultation is required by AB 52 and there would be no significant impact regarding Tribal Cultural Resources. Please see Appendix A for the City's findings of these Effects Found Not to Be Significant.

# 7.0 PREPARERS OF THE EIR, PERSONS CONSULTED, AND REFERENCES

## 7.1 PREPARERS OF THE EIR

The City of Simi Valley, as lead agency, is the preparer of the EIR under CEQA. The EIR was prepared with the use of a large team of consultants and technical experts.

### 7.1.1 City of Simi Valley, Lead Agency

Stratis Perros, Deputy Environmental Services Director/City Planner
Lauren Funaiole, Senior Planner (Case Planner for the EIR)

### 7.1.2 Envicom Corporation, Environmental Consultant

Travis Cullen, LEED AP, President
Laura Kaufman, AICP, Vice President
Wayne Bischoff, Ph.D., Director of Cultural Resources
Charles Cohn, Project Manager (Project Manager for the EIR)
Johanna Falzarano, Senior Project Manager
Tyler Barns, Biologist/Environmental Specialist
Robert Miyashiro, Associate Environmental Analyst
Jessica Hitchcock, Associate Environmental Analyst
Amanda Miner, Environmental Analyst/GIS Analyst
Christopher Boyte, Graphics Manager
Renee' Mauro, Office Manager

### 7.1.3 Additional Technical Consultants

Technical reports and other project data referred to in the EIR and/or Initial Study analysis were prepared by the following firms:

- Interacta Inc. – Photo Simulations
- KCE Matrix – Phase I Environmental Site Assessment
- LSA Associates, Inc. – Traffic Impact Report; Access Analysis
- Petra Geosciences, Inc. – Preliminary Site Investigation and Percolation Study
- Rincon Consultants, Inc. – Air Quality & Greenhouse Gas Study; Noise Study; Tree Report
- Solargy, Inc. – Shade and Shadow Study
- Westcon Engineering, Inc. – Preliminary Hydrology & Drainage Study

## 7.2 PERSONS AND AGENCIES CONSULTED

The following agency representatives were contacted in preparation of the EIR analysis:

- Johnson, Shea, Senior Fire Inspector, VCFD, email correspondence with Envicom Corporation, May 16, 2018.
- Livingstone, David M., Chief of Police, Simi Valley Police Department, Email to Envicom Corporation, February 15, 2018.
- Nieto, Maria, Facilities Secretary, Simi Valley Unified School District, email correspondence with Envicom Corporation, April 16, 2018.

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