2019029022

CITY OF SIMI VALLEY

Home of The Ronald Reagan Presidential Library

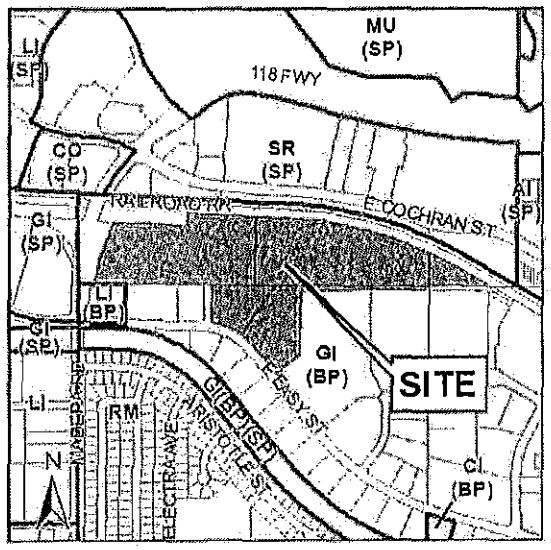
NOTICE OF PUBLIC HEARING
BY THE PLANNING COMMISSION OF THE CITY OF SIMI VALLEY TO CONSIDER A PLANNED DEVELOPMENT PERMIT (PD-S-1060) AND TENTATIVE TRACT MAP (TT6018) TO CONSTRUCT SIX INDUSTRIAL BUILDINGS AND SUBDIVIDE THE SITE INTO FIVE PARCELS LOCATED ON VACANT PROPERTY EAST OF MADERA ROAD, NORTH OF E. EASY STREET AT CHAIN DRIVE, AND NOTIFICATION OF THE RELEASE FOR PUBLIC REVIEW OF AND INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE SUBJECT APPLICATIONS

NOTICE IS HEREBY GIVEN that a Public Hearing will be held by the Planning Commission of the City of Simi Valley to consider the application of Xebec for Planned Development Permit No. PD-S-1060 and Tentative Tract Map No. TT6018, that the Mitigated Negative Declaration for this project is available for public review, and that the City proposes to adopt the Mitigated Negative Declaration.

The project consists of a Planned Development Permit (PD-S-1060) to construct six industrial buildings totaling approximately 463,338 square feet and Tentative Tract Map (TT6018) to subdivide the 35.6-acre project site into five parcels, located on vacant property on the east side of Madera Road, north of E. Easy Street at Chain Drive.

Based upon the results of the Initial Study prepared for the project, it has been determined that although the proposed project could have a significant effect on the environment, the applicant has incorporated mitigation measures into the project that will reduce those potential impacts to a level of insignificance. Therefore, a Mitigated Negative Declaration has been prepared. The public review period for the Mitigated Negative Declaration is from February 11, 2019 through March 12, 2019. The Mitigated Negative Declaration and Initial Study are available for public review at www.simivalley.org/CEQA or the Department of Environmental Services, 2929 Tapo Canyon Road, and at the Simi Valley Public Library, 2969 Tapo Canyon Road. Copies of the studies cited in the Initial Study can be reviewed at the Department of Environmental Services, 2929 Tapo Canyon Road. Copies of the staff report will be available at the above addresses and www.simivalley.org/PlanningCommissionMeetings three days prior to the Public Hearing.

If you challenge the Planning Commission's decision in court, you may be limited to raising only those issues you or someone else raised at the Public Hearing described in this notice.



The Public Hearing will be held at City Hall, 2929 Tapo Canyon Road, Simi Valley, California on Wednesday, March 13, 2019, at 6:30 p.m. At that time, any interested person is welcome to attend and be heard on this matter.

STRATIS PERROS
Deputy Environmental Services Director/
City Planner
Department of Environmental Services

Sean Gibson
Senior Planner (805) 583-6383
Department of Environmental Services

CITY OF SIMI VALLEY

Home of The Ronald Reagan Presidential Library

REVIEW PERIOD: February 11 – March 12, 2019

TO: All Interested Parties

FROM: Department of Environmental Services

SUBJECT: REQUEST FOR REVIEW OF THE INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION FOR PD-S-1060/TT6018 A PLANNED DEVELOPMENT PERMIT TO CONSTRUCT SIX INDUSTRIAL BUILDINGS, TOTALING 463,338 SQUARE-FEET, AND A TENTATIVE TRACT MAP TO SUBDIVIDE THE SITE INTO FIVE PARCELS.

The attached Mitigated Negative Declaration and Initial Study have been forwarded to you for possible comments relating to your specific area of interest. Comments should be directed to:

Lauren Funaiole
City of Simi Valley
2929 Tapo Canyon Road
Simi Valley, California 93063-2100
(805) 583-6772

Copies sent to:

City Council (4)
City Manager
City Attorney's Office
Planning Commission (4)
City Departments:
City Manager's Office
  City Clerk
Environmental Services
  Director
  Deputy ES Director/City Planner
  Case Planner, S. Gibson
  Environmental Planner, L. Funaiole
  Recording Secretary
  Counter Copy
Community Services
  Neighborhood Council Coordinator
  Neighborhood Council 1

Public Works Department
  Engineering (3)
  Utilities
  Maintenance
Police Department
  Crime Prevention

Simi Valley Library (2)

County of Ventura
  Watershed Protection District
  Fire Protection District

Other Government Agencies
  State Clearinghouse (15)
  California Department of Fish and Wildlife
  U.S. Army Corps of Engineers

Applicant:
  Xebec
  Attn: Shean Kim
  3010 Old Ranch Parkway, Suite 470
  Seal Beach, CA 90740

CITY OF SIMI VALLEY

MITIGATED NEGATIVE DECLARATION

(NO SIGNIFICANT IMPACT ON THE ENVIRONMENT)

REVIEW PERIOD: February 11 – March 12, 2019

APPLICANT: Xebec
Attn: Shean Kim
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
(510) 381-1611
sheank@xebecrealty.com

CASE PLANNER: Sean Gibson

ENVIRONMENTAL PLANNER: Lauren Funaiole

PROJECT DESIGNATION: PD-S-1060/TT6018

PROJECT DESCRIPTION: A planned development permit to construct six industrial buildings, totaling 463,338 square-feet, and a tentative tract map to subdivide the site into five parcels.

PROJECT LOCATION: East of Madera Road, North of E. Easy Street, north and east of Chain Drive.

On the basis of the Initial Study for the project, it has been determined that the project would not have a potential for a significant effect on the environment. This document constitutes a Mitigated Negative Declaration based upon the inclusion of the following measures into the project by the applicant:

1. During construction activities, all off-road equipment with engines greater than 50 horsepower shall meet either EPA or ARB Tier IV Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration

factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercial available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.

2. MM AIR-2b The following measures shall be applied to all projects during construction of the project:

   - Use super-complaint architectural coatings. These coatings are defined as those with volatile organic compound VOC less than 10 grams per liter. South Coast Air Quality Management District (SCAQMD) provides a list of manufacturers that provide this type of coating.
   - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
   - Use compliant low VOC cleaning solvents to clean paint application equipment.
   - Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.

3. The project applicant shall implement marketing strategies to encourage employees to rideshare. This may include but not be limited to the following measures:

   - Coordinator: A designated on-site Rideshare Coordinator will be responsible Alternate Transportation Bulletin Board: The fulfillment center will maintain a Rideshare Bulletin Board centrally accessible to employees with Rideshare Program information, transit information, bike route information, Rideshare newsletter, and other alternative commute information.
   - Employer Rideshare Newsletter: An Employer Rideshare Newsletter will be made available to Associates on the Rideshare Bulletin Board on a quarterly basis.
   - Rideshare New Hire Orientation: New Hires will receive information on the fulfillment center's Rideshare Program and commute mode alternatives. New Hires will be shown the Rideshare Board and on-site lockers as part of the standard orientation.
   - On-site Rideshare for promoting the Rideshare Program and maintaining the Rideshare Board. The facility receives support and promotional materials from the Senior Rideshare Coordinator.
   - Personalized Commute Assistance: The on-site Rideshare coordinator will provide personalized assistance such as assisting with transit itineraries, bicycle routes, carpool matching and personal follow-up.

4. Prior to occupancy of a completed industrial building, the project applicant shall post signage in the loading area advising truck drivers of California Air Resources Board (ARB) diesel idling regulations (i.e., no more than 5 minutes). This would be applicable to all proposed industrial buildings.

5. The project shall be designed to incorporate a minimum of 8 percent of all vehicle parking spaces (including for trucks) with electric vehicle charging stations and five carpool parking spaces at each building for employees and the public to use consistent with the applicable California Green Building Standards Code Section 5.106.5.2.

6. All buildings shall be designed to provide infrastructure to support use of electric powered forklifts and/or other interior vehicles.

7. All buildings shall be designed to provide infrastructure to support use of exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site shall be powered by electricity unless the project applicant can reasonably demonstrate that specific equipment is not available for a particular task.

8. The proposed project shall be constructed with the appropriate infrastructure (e.g., electrical conduits) to facilitate sufficient electric charging for trucks to plug in, in anticipation of future technology that allows trucks to operate partially on electricity.

9. The Applicant shall contribute $256,326.00 to the City's Air Quality Mitigation fund to offset the ROC and NOX emissions associated with operation of the project. The fund shall be used to finance programs to reduce regional air pollutant emissions.

10. Applicant must schedule all clearing and grubbing to avoid the January 15 to August 15 nesting season of birds protected by the Migratory Bird Treaty Act. If clearing and grubbing is scheduled during the nesting bird season, the Applicant must complete a pre-construction survey for nesting birds, to be conducted by a qualified biologist with at least two years of experience carrying out field surveys for breeding and nesting birds in Southern California. The Applicant must schedule construction activity so that no more than seven days elapse between the pre-construction survey and the commencement of any site activity that would potentially disturb trees or shrubs in the nesting zone. The pre-construction survey must determine if birds are breeding and/or nesting in the construction zone or within 100 feet (300 feet for raptors) of the construction zone. The Applicant must submit the results of this survey and any subsequent surveys to the Deputy Environmental Services Director/City Planner within five days of survey completion and prior to the start of construction in the area of the survey. If construction is delayed for more than 14 days past the date of the first pre-construction survey, then additional pre-construction surveys must be conducted so that no more than seven days elapse between the survey and construction activity. If active nests are found, the Applicant must erect a fence barrier around the nest site as determined by the biologist, and must prohibit construction activities within the fence barrier around the nest zone until the qualified biologist clears the nest zone. The Applicant must monitor construction activities that occur near active nest areas to ensure that no inadvertent adverse impacts affect the nest. The Applicant must provide the consultant contract for the pre-construction survey and monitoring to the Deputy Environmental Services Director/City Planner for review and approval prior to start of site clearing.

11. Prior to issuance of any permits for the project, Applicant must provide the Deputy Environmental Services Director/City Planner with copies of all notifications, operating letters, Streambed Alteration Agreements and/or 404 and 401 permits issued by the California Department of Fish and Wildlife, US Army Corps of Engineers, and California Regional Water Quality Control Board for all activities affecting the agencies' jurisdictional areas.

12. The project Applicant shall retain a professional Native American monitor from the Fernandeno Tatavium Band of Mission Indians to monitor all ground disturbing activities until work reaches five feet below the surface of native soil, unless there is evidence to suggest cultural resources extend below the specified depth. The tribal monitor will have the authority to request ground disturbing activities cease within an area of discovery to assess and document potential finds in real time. The Native American monitor shall photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities, locations with diagrams, soils and the aforementioned earthwork activity, a closeout report and photo documentation may be submitted to the project Applicant and the City upon request. Previously monitored soil is not subject to further Native American monitoring as a result of any potential re-disturbance by the project.

RESPONSIBLE AGENCIES: U.S. Army Corps of Engineers
California Regional Water Quality Control Board
(Region 4)

TRUSTEE AGENCIES: California Department of Fish and Wildlife

Lauren Funaiole

Lauren Funaiole, Senior Planner

CITY OF SIMI VALLEY
PLANNING DIVISION
DEPARTMENT OF ENVIRONMENTAL SERVICES
INITIAL STUDY

1. Project Title: PD-S-1060/TT6018

2. Lead Agency Name and Address: City of Simi Valley
2929 Tapo Canyon Road
Simi Valley, CA 93063

3. Contact Person and Phone Number: Lauren Funaiole, 805-583-6772

4. Project Location: East of Madera Road, North of E. Easy Street, north and east of Chain Drive.

5. Project Sponsor' Name and Address: Xebec
Attn: Shean Kim
3010 Old Ranch Parkway, Suite 470
Seal Beach, CA 90740
(510) 381-1611
sheank@xebecrealty.com

6. General Plan Designation: Industrial

7. Zoning: GI General Industrial

8. Description of Project:

The applicant is requesting approval of a Planned Development Permit (PD-S-1060) to construct six industrial buildings, totaling 463,338 square-feet, and Tentative Tract Map (TT6018) to subdivide the site into five parcels. The site is accessible from Easy Street at Chain Drive. A new second private street would be constructed further east off of Easy Street, west of the Milgard property. Both roads lead to the main part of the development where the six buildings would be located.

The site is proposed to be subdivided into five lots. The lot/building breakdown is as follows:

Lot 1 contains Building 1 (8.53 acres),
Lot 2 contains Building 2 (9.48 acres),
Lot 3 contains Buildings 3-6 (11.48 acres),
Lot A is the Wetland Parcel, which is not developable (4.98 acres),
"A Street" is the Private Street parcel (1.14 acres).

The applicant is required to construct street improvements that include: completing Chain Drive into a cul-de-sac with sidewalks; adding sidewalks on the Easy Street project frontage; and constructing a private street with full pavement, curbs, gutters, and sidewalks.

The proposed building square footages are broken down as follows:

Building 1: 143,844 square feet
Building 2: 182,965 square feet
Building 3: 66,495 square feet
Building 4: 43,076 square feet
Building 5: 46,340 square feet
Building 6: 26,118 square feet

Five of the six buildings will have truck loading docks, while Building 4, will have roll up doors to access individual suites. Most of the buildings could be split into multi-tenant spaces. Building 2/Parcel 2 will have a walled in truck yard enclosure. The 10-foot tall walls of concrete tilt up design will shield the truck areas from view from Easy Street. A 6-foot tall tubular-steel fence will be installed along the north property line adjacent to railroad-owned property. Each building will have matching trash enclosures.

Each of the six proposed buildings share the same building style of multi-colored concrete tilt up construction with offsets, reveals, and multiple color panels (whites, beiges, and browns). The public building entries will have aluminum storefronts with blue reflective glass windows and metal canopies. Building heights range from 30 to 38 feet.

9. Surrounding Land Uses and Setting:

The 35.6-acre project site is located east of Madera Road on the north side of Easy Street. The majority of the site is generally flat but contains slopes along the west and north project boundaries. There are existing power lines that run east and west through the property, which are exempt from undergrounding due to the kilovoltage exceeding 33,000 kv. An underground Calleguas waterline also traverses the site, which will also be maintained in place. A large freshwater marsh and seasonal wetland area exists adjacent to Easy Street, which will be required to be preserved.

The surrounding Land Use and Zoning designations, and use of land are described as follows:

	GENERAL PLAN	ZONING	LAND USE
Subject Site:	Business Park	General Industrial - Business Park Overlay District [GI (BP)]	Existing: Vacant Lot Proposed: 463,338 square-foot six-building industrial complex
North:	General Commercial	Subregional Retail - West End Specific Plan [SR (SP)]	Railroad: Cochran Street and commercial uses beyond
South:	Business Park	General Industrial - Business Park Overlay District [GI (BP)] Light Industrial - Business Park Overlay District [LI (BP)]	Industrial buildings and Easy Street, with industrial buildings beyond
East:	Business Park	General Industrial - Business Park Overlay District [GI (BP)]	Industrial Building
West:	Industrial	General Industrial - West End Specific Plan [GI (SP)]	Madera Road with Industrial buildings beyond.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

- U.S. Army Corps of Engineers
- California Department of Fish and Wildlife
- California Regional Water Quality Control Board

11. Date Deemed Complete/Ready to Process: January 10, 2019

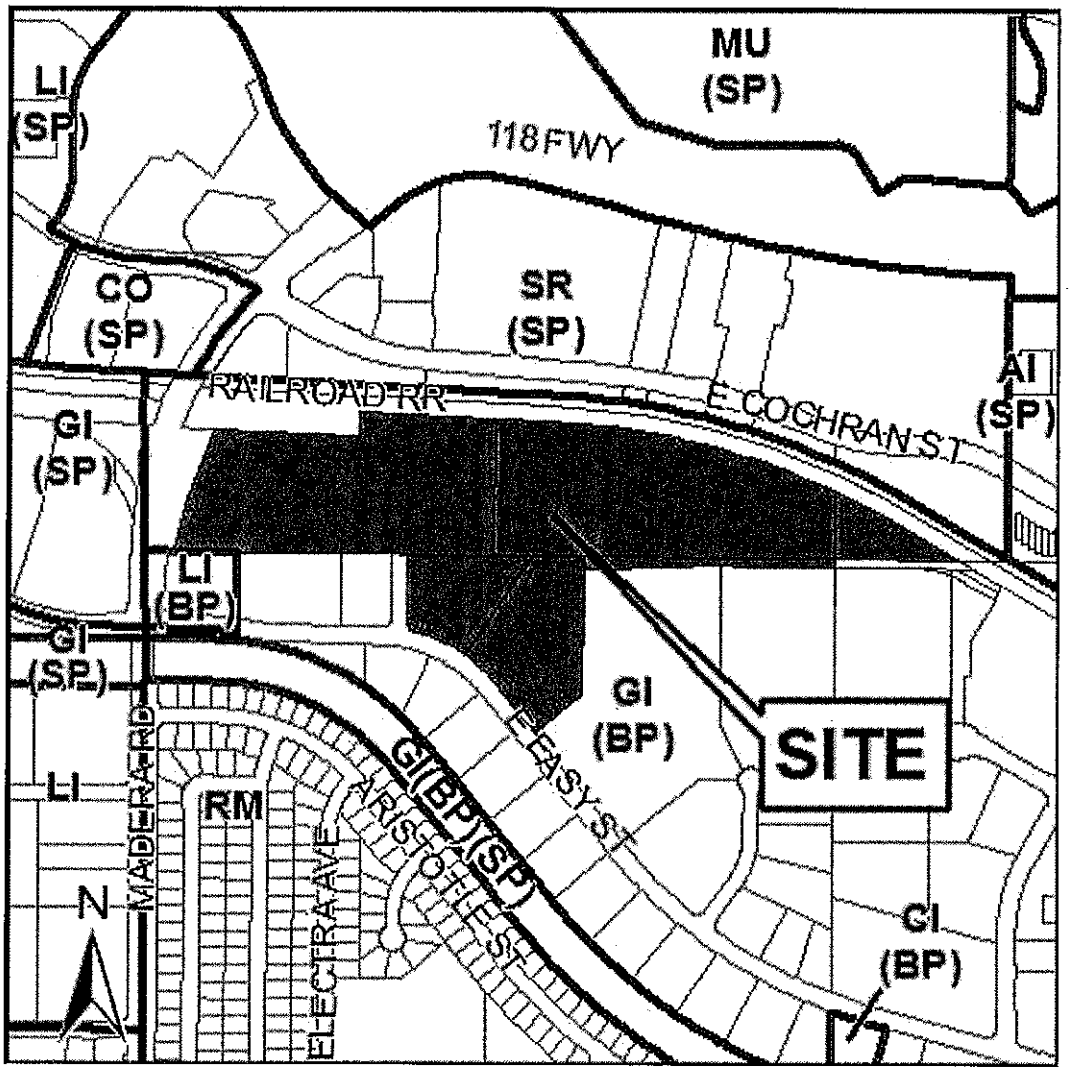
12. A site inspection was performed on:

Date: January 9, 2019 By: Lauren Funaiole, Senior Planner

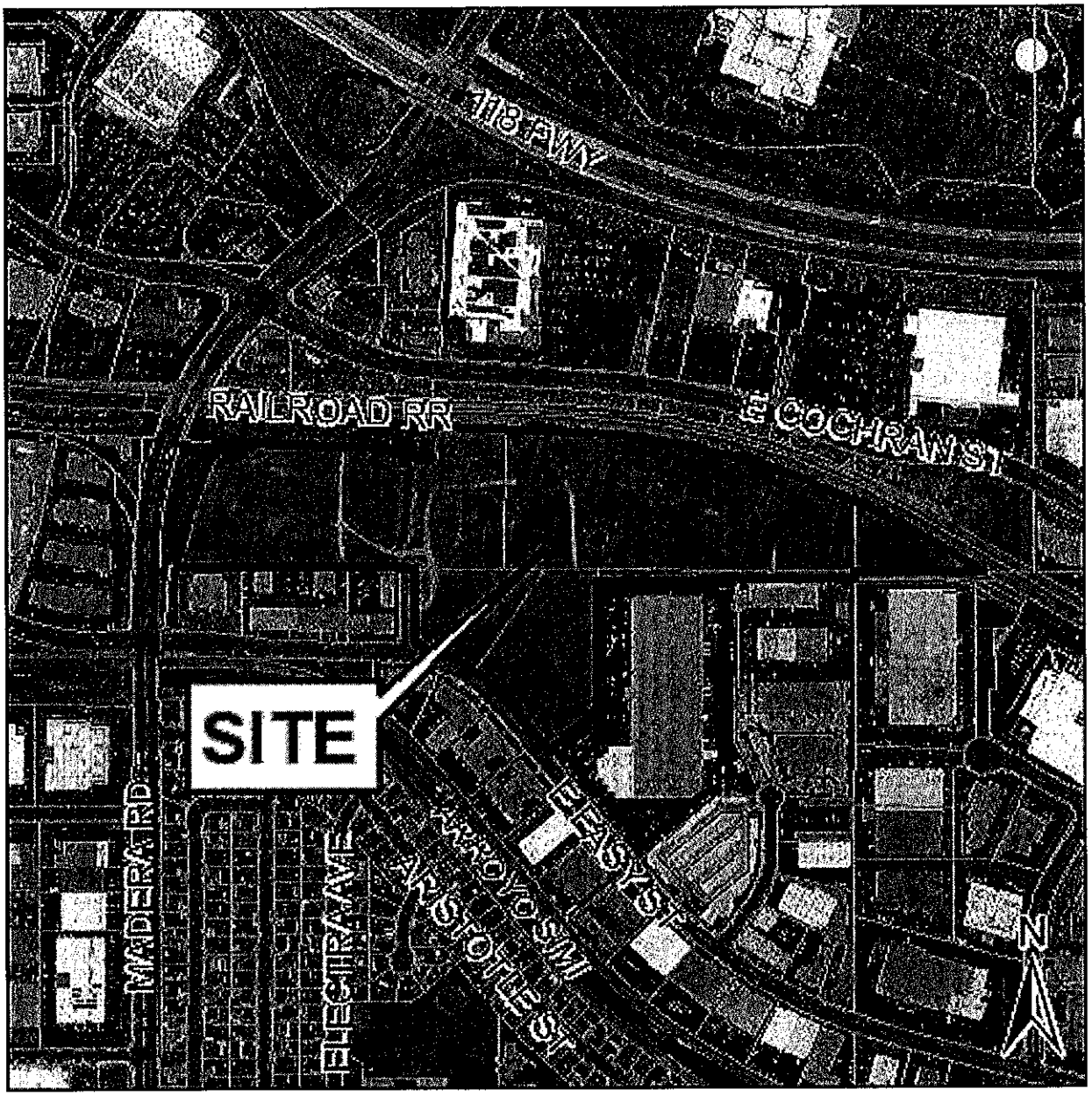
13. Are any of the following studies required? ("Yes" or "No" response required)

YES	Traffic Study
NO	Noise Study
YES	Geotechnical Study
YES	Hydrology Study
YES	Tree Study and Appraisal (pursuant to Section 9-38 et seq. SVMC)
YES	Biological Study
YES	Rare, Threatened and Endangered Species Survey
YES	Wetlands Delineation Study
YES	Archaeological Study
NO	Historical Study
_____	Other (List) _____

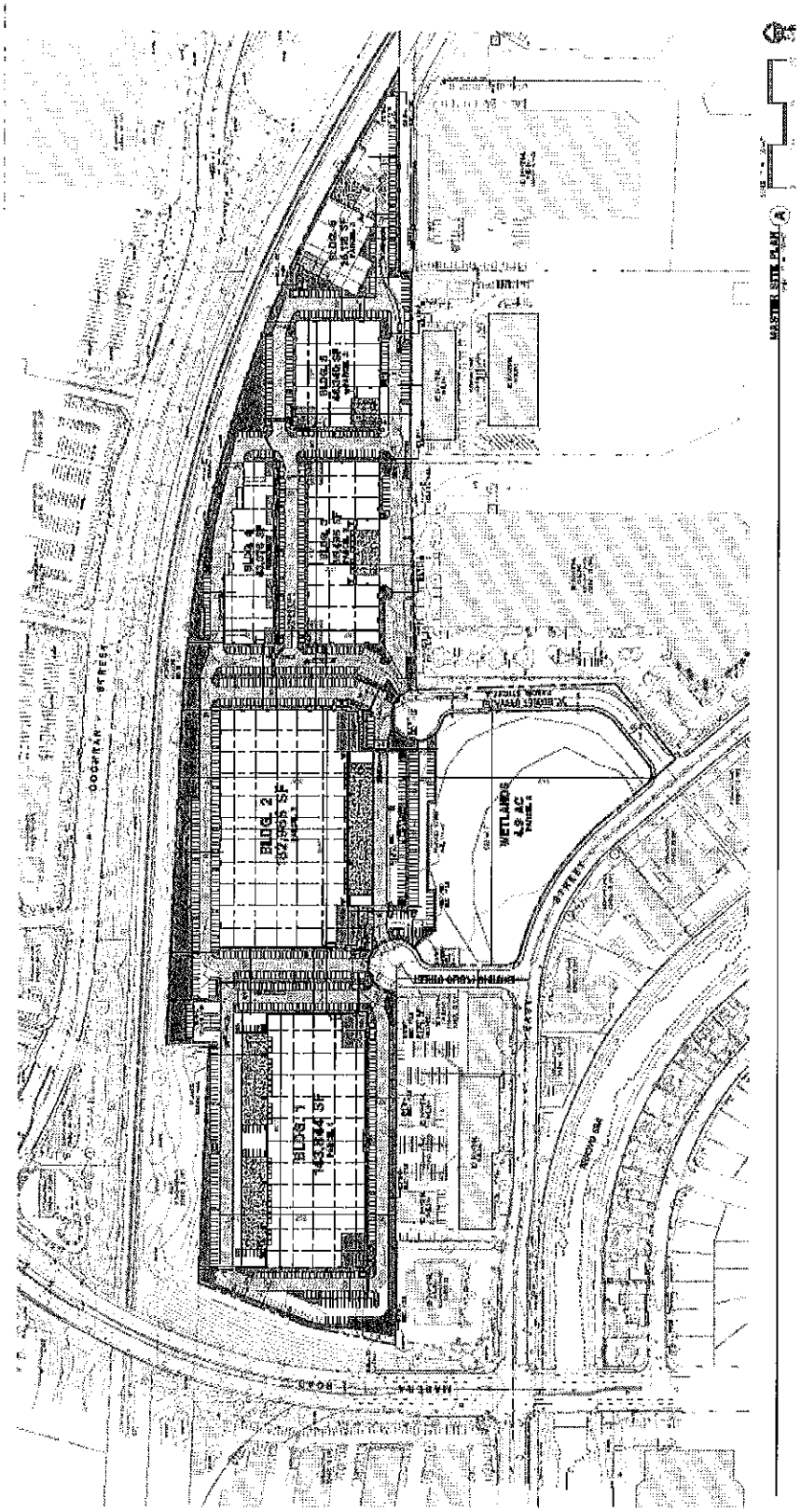
14. Location Map



15. Aerial Photograph



16. Site Plan



ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

Indicate either "Yes" or "No" in terms of which factors listed below would involve one or more "Potentially Significant Impact(s)":

NO	Aesthetics	NO	Mineral Resources
NO	Air Quality	NO	Noise
NO	Biological Resources	NO	Population/Housing
NO	Cultural Resources	NO	Public Services
NO	Geology/Soils	NO	Recreation
NO	Greenhouse Gas Emissions	NO	Transportation/Traffic
NO	Hazards & Hazardous Materials	NO	Utilities/Service Systems
NO	Hydrology/Water Quality	NO	Mandatory Findings of Significance
NO	Land Use/Planning		

DETERMINATION:

On the basis of this initial evaluation:

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

1/30/19
Date

Lauren Funaiole
Lauren Funaiole, Senior Planner for Ted Drago, Interim Director
Department of Environmental Services

Issues and Supporting Sources:

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact

I. AESTHETICS. Would the project:

a) Have a substantial adverse effect on a scenic vista? ☐ ☐ ☒ ☐

b) Substantially damage scenic resources, including, but not limited to, trees and rock outcroppings? ☐ ☐ ☒ ☐

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

(a, b, c) The project site is on the valley floor and is surrounded by industrial and commercial development. It does not currently serve as a view corridor that could provide scenic vistas. The site is not located within or nearby a designated scenic highway or other designated protected view shed. There are no rock outcroppings on the site, or visible from the site, or in the vicinity. Mature trees that are removed from the site will be replaced with specimen size trees in the project's landscaping. Based on the foregoing, the project will not result in a potentially significant impact on scenic vistas or resources.

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

The project would create a new source of light from fixtures on buildings and in the parking areas. Exterior lighting on the property is required to adhere to SVMC Section 9-30.040 (Exterior Light and Glare), which states that "there shall be no illumination or glare from the exterior lighting system onto adjacent properties or streets." The applicant is required to submit an exterior lighting (photometric) plan showing a point-by-point foot-candle layout extending a minimum of twenty feet outside the property lines. The lighting plan must achieve the goals established in this subsection in order to eliminate illumination or glare from the project onto adjacent properties or streets. With this consideration, the project would have no potential to create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area

II. AIR QUALITY:

The significance criteria established by the City or the Ventura County Air Pollution Control District (VCAPCD) may be relied upon to make the following determinations.

Would the project:

a) Conflict with or obstruct implementation of the Ventura County Air Quality Management Plan? ☐ ☐ ☐ ☒

The project is consistent with the property's current zoning designation of General Industrial—Business Park and with the existing General Plan designation of Business Park with a FAR of 0.5; as such, it will not require a conditional use permit, zone change, or general plan amendment. The project is compatible with the neighborhood and land use pattern, as its surrounding uses consist of industrial and commercial uses. Therefore, the project would not exceed the growth assumptions in the AQMP.

b) Result in emissions from the project at the estimated date of completion of the project which would exceed recommended Ventura County air quality thresholds of either reactive organic compounds (ROG) or oxides of nitrogen (NOx)? ☐ ☒ ☐ ☐

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard? ☐ ☒ ☐ ☐

(a, b, c) The "Ventura County Air Quality Assessment Guidelines" (Ref #4: Ventura County Air Pollution Control District, Ventura County Air Quality Assessment Guidelines, (2003)) prepared and released by the Ventura County Air Pollution Control District, is an advisory document to agencies under its jurisdiction that provides a framework for preparing air quality evaluations for CEQA environmental documents. Within the Guidelines, Section 3.3 *Recommended Significance Criteria* provides thresholds for determining the significance of air quality impacts that could conflict with the goals of the Air Quality Management Plan. Within its 2012 General Plan (Ref. # 12, Simi Valley General Plan) the City of Simi Valley has adopted a significance threshold of 25 pounds/day of ROG or NOx for determining whether an EIR or ND should be prepared. Other recommended evaluations for significant air quality effects include project proximity to: nearby populations, other air pollutant sources and potential land use conflicts. In addition to project specific thresholds, Section 3.3.1 of the Guidelines provides the following criteria for determining the significance of cumulative air quality impacts: "A project with emissions of two pounds per day or greater of ROG, or two pounds per day of NOx that is found to be inconsistent with the AQMP will have a significant cumulative adverse air quality impact." (Ref. #4, Pg. 3-2 and 3-3). Per Chapter 4 of the Air Quality Assessment Guidelines, a project is defined as consistent with the AQMP if the current population of the City does not exceed the AQMP forecasted population for January 1st of the next year (Ref. #4: Pg. 4-5, Sec. 4.2.3.1).

Based on information provided by the applicant, (Ref. #35) the emissions of the project was estimated using the California Emission Estimator Model (CalEEMod) modeling software to determine pounds per day of ROG, and NOx, that would be emitted by the project. Based on square footage and type of land use, the project would generate 19 pounds per day of ROG and 83.9 pounds per day of NOx. These quantities exceed the City's individual project emissions threshold of 25 pounds per day of ROG or NOx. Therefore, the applicant has proposed to incorporate the following mitigation measures into the project:

1. During construction activities, all off-road equipment with engines greater than 50 horsepower shall meet either EPA or ARB Tier IV Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine

certification (Tier rating), horsepower, and engine serial number. If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.

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   - Use super-complaint architectural coatings. These coatings are defined as those with volatile organic compound VOC less than 10 grams per liter. South Coast Air Quality Management District (SCAQMD) provides a list of manufacturers that provide this type of coating.
   - Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors.
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   - Keep all paint and solvent laden rags in sealed containers to prevent VOC emissions.

3. The project applicant shall implement marketing strategies to encourage employees to rideshare. This may include but not be limited to the following measures:

   • Coordinator: A designated on-site Rideshare Coordinator will be responsible Alternate Transportation Bulletin Board: The fulfillment center will maintain a Rideshare Bulletin Board centrally accessible to employees with Rideshare Program information, transit information, bike route information, Rideshare newsletter, and other alternative commute information.
   • Employer Rideshare Newsletter: An Employer Rideshare Newsletter will be made available to Associates on the Rideshare Bulletin Board on a quarterly basis.
   • Rideshare New Hire Orientation: New Hires will receive information on the fulfillment center's Rideshare Program and commute mode alternatives. New Hires will be shown the Rideshare Board and on-site lockers as part of the standard orientation.
   • On-site Rideshare for promoting the Rideshare Program and maintaining the Rideshare Board. The facility receives support and promotional materials from the Senior Rideshare Coordinator.
   • Personalized Commute Assistance: The on-site Rideshare coordinator will provide personalized assistance such as assisting with transit itineraries, bicycle routes, carpool matching and personal follow-up.

4. Prior to occupancy of a completed industrial building, the project applicant shall post signage in the loading area advising truck drivers of California Air Resources Board (ARB) diesel idling regulations (i.e., no more than 5 minutes). This would be applicable to all proposed industrial buildings.

5. The project shall be designed to incorporate a minimum of 8 percent of all vehicle parking spaces (including for trucks) with electric vehicle charging stations and five carpool parking spaces at each building for employees and the public to use consistent with the applicable California Green Building Standards Code Section 5.106.5.2.

6. All buildings shall be designed to provide infrastructure to support use of electric powered forklifts and/or other interior vehicles.

7. All buildings shall be designed to provide infrastructure to support use of exterior yard trucks and on-site vehicles. The operation of yard trucks that are used to move trailers and on-site vehicles within the project site shall be powered by electricity unless the project applicant can reasonably demonstrate that specific equipment is not available for a particular task.

8. The proposed project shall be constructed with the appropriate infrastructure (e.g., electrical conduits) to facilitate sufficient electric charging for trucks to plug in, in anticipation of future technology that allows trucks to operate partially on electricity.

Even with the incorporation of the above mitigation, the project's long-term operational NOX emissions would continue to exceed VCAPCD's thresholds of significance. Because the exceedance is largely a result of the anticipated truck tips, feasible and enforceable mitigation measure to reduce the impact are limited. Thus, the project would be required to implement the following mitigation measure to contribute to a cumulative impacts mitigation "buy-down" fund. The project's anticipated contributions to the mitigation "buydown" fund would be $256,326.00.

9. The Applicant shall contribute $256,326.00 to the City's Air Quality Mitigation fund to offset the ROC and NOX emissions associated with operation of the project. The fund shall be used to finance programs to reduce regional air pollutant emissions.

With the above mitigation the proposed project would not violate an air quality standard or contribute substantially to an existing or projected air quality violation and the impact would be less than significant.

d) Expose sensitive receptors, i.e., young children, the elderly, and hospital patients, to substantial pollutant concentrations? ☐ ☐ ☐ ☒

The environmental planner conducted a site visit of the property to determine the adjacent land uses. There are no schools, hospitals, or senior care facilities within one mile of the project site.. Therefore, the project would have no potential for a significant impact to the environment from exposure of sensitive receptors, i.e., young children, the elderly, and hospital patients, to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people? ☐ ☐ ☒ ☐

The project site is in an area containing existing or developing industrial and office uses, with the nearest residences and other sensitive receptors located over one mile away. The project itself will not generate substantial concentrations of pollution. Therefore, construction and operation of this project would not result in a potentially significant impact from objectionable odors affecting a substantial number of people.

III. BIOLOGICAL RESOURCES: Would the project:

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

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

(a, b) A Biological Resources study was submitted with the project application (Ref. #37). According to that report, no special status species of plants or animals were observed or are expected to occur on the project site. Numerous trees exist on the site and could provide nesting habitat for species of birds protected by the Migratory Bird Treaty Act. Consequently, the Applicant has incorporated the following mitigation measure into the project:

> Applicant must schedule all clearing and grubbing to avoid the January 15 to August 15 nesting season of birds protected by the Migratory Bird Treaty Act. If clearing and grubbing is scheduled during the nesting bird season, the Applicant must complete a pre-construction survey for nesting birds, to be conducted by a qualified biologist with at least two years of experience carrying out field surveys for breeding and nesting birds in Southern California. The Applicant must schedule construction activity so that no more than seven days elapse between the pre-construction survey and the commencement of any site activity that would potentially disturb trees or shrubs in the nesting zone. The pre-construction survey must determine if birds are breeding and/or nesting in the construction zone or within 100 feet (300 feet for raptors) of the construction zone. The Applicant must submit the results of this survey and any subsequent surveys to the Deputy Environmental Services Director/City Planner within five days of survey completion and prior to the start of construction in the area of the survey. If construction is delayed for more than 14 days past the date of the first pre-construction survey, then additional pre-construction surveys must be conducted so that no more than seven days elapse between the survey and construction activity. If active nests are found, the Applicant must erect a fence barrier around the nest site as determined by the biologist, and must prohibit construction activities within the fence barrier around the nest zone until the qualified biologist clears the nest zone. The Applicant must monitor construction activities that occur near active nest areas to ensure that no inadvertent adverse impacts affect the nest. The Applicant must provide the consultant contract for the pre-construction survey and monitoring to the Deputy Environmental Services Director/City Planner for review and approval prior to start of site clearing.

With implementation of the above measure, there would not be a potential for a significant impact on the environment.

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

A Jurisdictional Waters Delineation was completed for the project site, which determined that the site contains approximately 11.08 acres of wetlands (Ref. # 36). This report concluded that the project has the potential to significantly affect US Army Corps of Engineers Waters of the United States, waters within the jurisdiction of the California Department of Fish and Wildlife, and California Regional Water Quality Control Board Waters of the State. To reduce potential impacts to less than significant levels, the applicant has incorporated the following mitigation measure into the project:

- Prior to issuance of any permits for the project, Applicant must provide the Deputy Environmental Services Director/City Planner with copies of all notifications, operating letters, Streambed Alteration Agreements and/or 404 and 401 permits issued by the California Department of Fish and Wildlife, US Army Corps of Engineers, and California Regional Water Quality Control Board for all activities affecting the agencies' jurisdictional areas.

With implementation of the above measure, there would not be a potential for a significant impact on the environment.

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

A Biological Resources study was submitted with the project application (Ref. #37). According to that report, no wildlife movement corridors are present on site or in the surrounding area. The urban context of the project site coupled with the dense surrounding development precludes significant wildlife movement corridors. Therefore, there is no potential for a significant impact on the environment.

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

The City has a tree preservation ordinance that regulates the removal of mature trees. The project will be required to replace any removed trees with specimen size trees equal in value to those removed. Therefore, there is no potential for a significant impact on the environment.

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

There are no adopted Conservation Plans, or other local, regional or state conservation plans that could be affected by the project on or nearby the project site. Therefore there will be no impact from the project on such plans.

IV. CULTURAL RESOURCES: Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as identified in State CEQA Guidelines Section 15064.5? ☐ ☐ ☒ ☐

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to State CEQA Guidelines Section 15064.5? ☐ ☒ ☐ ☐

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ☐ ☐ ☒ ☐

d) Disturb any human remains, including those interred outside of formal cemeteries? ☐ ☐ ☒ ☐

(a, b, c, d) A Phase I Cultural Resources Assessment was prepared for the site and submitted with the project application (Ref. #38). No cultural resources were located by the archaeologist and the literature search did not reveal the presence of any recorded archaeological sites at the project site. In order to comply with AB52, the City contacted local interested tribes and invited them to consult on the project. The Fernandeno Tataviam Band of Mission Indians contacted the City and requested consultation. The applicant consulted with the tribe and in response, the tribe sent a letter which requested that the following mitigation measure be incorporated into the project:

- The project Applicant shall retain a professional Native American monitor from the Fernandeno Tatavium Band of Mission Indians to monitor all ground disturbing activities until work reaches five feet below the surface of native soil, unless there is evidence to suggest cultural resources extend below the specified depth. The tribal monitor will have the authority to request ground disturbing activities cease within an area of discovery to assess and document potential finds in real time. The Native American monitor shall photo-document ground disturbing activities and maintain a daily monitoring log that contains descriptions of the daily construction activities, locations with diagrams, soils and the aforementioned earthwork activity, a closeout report and photo documentation may be submitted to the project Applicant and the City upon request. Previously monitored soil is not subject to further Native American monitoring as a result of any potential re-disturbance by the project.

Based upon implementation of this mitigation measure, there would not be any potential for a significant impact on the environment.

V. GEOLOGY AND SOILS: Would the project:

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

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. ☐ ☐ ☒ ☐

ii) Strong seismic ground shaking? ☐ ☐ ☒ ☐

(i, ii) Based on the State of California Earthquake Fault Zones Map, the property is located in an Alquist-Priolo Fault zone (Ref. #12: California Department of Conservation: Division of Mines and Geology, State of California Earthquake Fault Zones: Simi Valley West Quadrangle, May 1, 1999). The fault location investigation report (Ref. #39) states that the fault has been located at the north side of the site and the site plan shows that the proposed buildings will not be placed on the fault line. Therefore, the project site would not be impacted by surface rupture. The subject site is located in an area subject to ground shaking from earthquakes. The design of the structures will be in compliance with the seismic design provisions of the current Building Code (the 2010 California Building Standards Code (CBSC), as adopted by the City), which are intended to safeguard against major structural damage and loss of life. Therefore, there is no potential for substantial adverse effects to people or structures from strong seismic ground shaking as a result of the project.

iii) Seismic-related ground failure, including liquefaction?
☐ ☐ ☒ ☐

The property is identified as a site within or immediately adjacent to an area subject to liquefaction on the State of California Seismic Hazard Zones Map (Ref. #8: California Department of Conservation, State of California Seismic Hazard Zones: Simi Valley West Quadrangle, April 7, 1997). However, the site and project specific analysis (Ref. #40), evaluated the potential for liquefaction on the site and found that measures can be implemented to reduce the threats from liquefaction. The City Engineer has reviewed and accepted the conclusions of the report and per the City's grading ordinance, all recommended grading measure will be implemented with issuance of a grading permit. Therefore, the project poses no potential for substantial adverse effects to people or structures from seismic-related ground failure, including liquefaction as a result of the project.

iv) Landslides? ☐ ☐ ☒ ☐

The property is not identified as an area subject to landslides on the State of California Seismic Hazard Zones Map (Ref. #8: California Department of Conservation: State of California Seismic Hazard Zones: Simi Valley West Quadrangle, April 7, 1997). Therefore, the project would have no potential to expose people or structures to potential substantial adverse effects from landslides.

b) Result in substantial soil erosion or the loss of topsoil?
☐ ☐ ☒ ☐

The project site would consist of industrial buildings, driveways, walkways, and landscaping. This will reduce the amount of exposed soil that could be eroded. In addition, the City's Municipal Code requires an approved erosion control plan be implemented prior to start of construction activities on the site, to prevent erosion from the site. Therefore, the project will not result in substantial erosion of loss of topsoil.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? ☐ ☐ ☒ ☐

The geotechnical report prepared for the project (Ref. # 40) states that based on the results of the geotechnical investigation and the project proposal, the site is suitable for the design and construction of the proposed industrial buildings. The project proposal includes grading and excavations that will remove existing soils and replace those materials with compacted soil. The report concludes that removal and replacement of soils on the site in accordance with the recommendations of the report and in compliance with current codes and standards will reduce any threat from unstable soils. The City Engineer has reviewed and accepted the conclusions of the submitted geotechnical report for the proposed project. Therefore, the project would not have the potential for a significant impact to the environment from location on a geologic unit or soil that is unstable, or that would become unstable as a result of the project.

d) Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code, creating substantial risks to life or property? ☐ ☐ ☒ ☐

The geotechnical report prepared for the project (Ref. #40) states that after grading and excavations that will remove existing soil and replace those materials with compacted, soil in accordance with current codes and standards, there will be no potential for an expansive soil condition that could create substantial risks to life and property.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? ☐ ☐ ☐ ☒

The proposed project will connect to the existing City sewer system and is not proposing the use of septic tanks or another alternative wastewater disposal system. Therefore, there is no impact to the environment from soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems.

VI. GREENHOUSE GAS EMISSIONS: Would the project:

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

The City of Simi Valley relies upon the Ventura County Air Pollution Control District (VCAPCD) regarding the methodology and thresholds of significance for the evaluation of air quality and greenhouse gas (GHG) impacts within Ventura County. VCAPCD developed a memo summarizing options for a GHG analysis, but has not officially adopted thresholds of significance for GHG emissions (VCAPCD 2011). In that memo, VCAPCD recommended setting local GHG emission thresholds of significance for land use development projects at levels consistent with those set by the SCAQMD for regional consistency in the approach. The SCAQMD formed a working group to identify GHG emissions thresholds for land use projects that could be used by local lead agencies in the air basin in 2008. The working group developed several different options that are contained in the SCAQMD Draft Guidance

Document—Interim CEQA GHG Significance Threshold (Interim GHG Thresholds) that could be applied by lead agencies. The working group has not provided additional guidance since release of the interim guidance in 2010. The SCAQMD Board has not approved the thresholds; however, the Guidance Document provides substantial evidence supporting the approaches to significance of GHG emissions that can be considered by the lead agency in adopting its own threshold. The current interim thresholds consist of the following tiered approach. The SCAQMD is in the process of preparing recommended significance thresholds for GHGs for local lead agency consideration (SCAQMD draft local agency threshold); however, the SCAQMD Board has not approved the thresholds as of the date of this analysis. The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.

- Tier 2 consists of determining whether the project is consistent with a GHG reduction plan. If a project is consistent with a qualifying local GHG reduction plan, it does not have significant GHG emissions.

- Tier 3 consists of screening values, which the lead agency can choose, but must be consistent with all projects within its jurisdiction. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant: - All land use types: 3,000 MT CO2e per year - Based on land use type: residential: 3,500 MT CO2e per year; commercial: 1,400 MT CO2e per year; industrial: 10,000 MT CO2e per year; or mixed use: 3,000 MT CO2e per year

- Tier 4 has the following options: - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined - Option 2: Early implementation of applicable AB 32 Scoping Plan measures- Option 3, 2020 target for service populations (SP), which includes residents and employees: 4.8 MT CO2e/SP/year for projects and 6.6 MT CO2e/SP/year for plans; - Option 3, 2035 target: 3.0 MT CO2e/SP/year for projects and 4.1 MT CO2e/SP/year for plans

- Tier 5 involves mitigation offsets to achieve target significance threshold.

The SCAQMD discusses its draft thresholds in the following excerpt:

> The overarching policy objective with regard to establishing a GHG significance threshold for the purposes of analyzing GHG impacts pursuant to CEQA is to establish a performance standard or target GHG reduction objective that will ultimate contribute to reducing GHG emissions to stabilize climate change. Full implementation of the Governor's Executive Order S-3-05 would reduce GHG emissions 80 percent below 1990 levels or 90 percent below current levels by 2050. It is anticipated that achieving the Executive Order's objective would contribute to worldwide efforts to cap GHG concentrations at 450 ppm, thus, stabilizing global climate.

The proposed project is an industrial and manufacturing project. Therefore, Tier 3 (10,000 MT CO2e per year for industrial uses) was used as the threshold of significance for the first CEQA Checklist question (criterion a). If the annual operational emissions combined with the amortized construction emissions would exceed 10,000 MT CO2e per year, then further evaluation would be needed to determine if the project's GHG emissions would be considered to generate a significant impact on the environment. According to the Air Quality and Greenhouse Gas Report submitted with the project application, the project's annual operational plus amortized construction emissions would create 8,754 MT CO2e per year, which would not exceed the applicable threshold of 10,000 MT CO2e per year (Ref. #35). Therefore, the project would not have a significant impact on the environment.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ☐ ☐ ☒ ☐

As part of the recent General Plan update, the City adopted a Climate Action Plan (SV-CAP) that includes a baseline GHG emissions inventory, a methodology for tracking and reporting emissions in the future, and recommendations for GHG reduction strategies as a foundation for these efforts. The SV-CAP is designed to ensure that the impact of future development on air quality and energy resources is minimized and that land use decisions made by the City and internal operations within the City are consistent with adopted state legislation. According to the Air Quality and Greenhouse Gas Report submitted with the project application, the Project will be required to comply with a number of State and Local ordinances that implement the goals of the SV-CAP, to achieve emissions reductions. The report demonstrates that with the implementation of the mitigation measures describe in the response to questions II.b) and c) the project would not result in a significant impact on the environment due to conflict with any plans, policies or regulations that are adopted for the purpose of reducing the emissions of greenhouse gases.

VII. HAZARDS AND HAZARDOUS MATERIALS: Would the project:

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

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

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? ☐ ☐ ☒ ☐

(a, b, c) The City's Environmental Compliance Division enforces existing federal, state and local regulations regarding the location and storage of hazardous materials in industrial projects within the City of Simi Valley. Although a residential neighborhood with an elementary school is located to the south within one quarter mile of the project site, industrial facilities are monitored to ensure that all applicable regulations are followed to protect the environment. The Deputy Director of Environmental Compliance has reviewed the project plans and has determined that existing regulations and enforcement practices will prevent a significant hazard to the public from the proposed industrial park. Therefore, the project would not have a potential to create a significant impact to the environment from the routine transport, use, disposal, handling or release of hazardous materials.

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

The project site is not listed on the Department of Toxic Substances Control, Site Cleanup and Hazardous Waste Facilities data base (Ref. #16: California Environmental Protection Agency, Department of Toxic Substances Control, EnviroStor Site Mitigation and Brownfields Reuse Program Database, http://www.envirostor.dtsc.ca.gov. This database lists all sites pursuant to government code requirements. Therefore, development of the project site would not create a significant hazard to the public or the environment.

e) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ☐ ☐ ☒ ☐

The site is located within the urban boundary of the City and is adjacent to other industrial land uses. The property is included in the City's emergency response and evacuation plan and there is no need to amend the existing procedures. The Ventura County Fire Protection District has reviewed the plan and concluded that emergency access for the site is adequate. Therefore, the project would have no potential for a significant impact to the environment from interference with an adopted emergency response or evacuation plan.

f) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas where residences are intermixed with wildlands? ☐ ☐ ☒ ☐

The project site is not within an area identified as a potential wildfire hazard area as shown on the Potential Wildfire Hazard Area Map in the City of Simi Valley General Plan (Ref. #12: City of Simi Valley, General Plan, Figure #S-2). Therefore, the project would have no potential for a significant impact from exposure of people or structures to wildland fires.

VIII. HYDROLOGY AND WATER QUALITY: Would the project:

a) Violate any water quality standards or waste discharge requirements? ☐ ☐ ☒ ☐

The project would be connected to the existing sewer system and any wastewater would be collected and processed at the City's sanitation plant. Under the conditions of the City's National Pollutant Discharge Elimination System (NPDES) permit, development over 1 acre in size is required to install permanent filtration devices to clean runoff leaving the site. The project will meet the requirements of the latest Stormwater Quality Urban Mitigation Plan (SQUIMP) by installation of Stormwater filtration units meeting the Stormwater Quality Design Flow established by Ventura County. In addition, the standing water within excavation will be handled pursuant to State requirements governing the handling of such construction related groundwater. Based on these conditions, water discharged from site would not violate any water quality standards. Therefore, there is no potential for a significant impact to the environment from violating any water quality standards or waste discharge requirements.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ☐ ☐ ☒ ☐

The project would receive its domestic water supply from the existing distribution system. There is no proposal to use a well or groundwater from the site. Groundwater will not be used or depleted by this project. Therefore, there is no potential for a significant impact to the environment from depleting groundwater supplies or interfering substantially with groundwater recharge.

c) Result in substantial erosion or siltation on or off-site as a result of substantial alteration of the existing drainage pattern of the site or area? ☐ ☐ ☒ ☐

The property is surrounded by existing improvements. On-site drainage will be directed to an on-site detention system that drains to existing storm drains, and there would be very little exposed soil after construction, the project would not result in substantial soil erosion or siltation. Therefore, there is no potential for a significant impact to the environment from substantial soil erosion or the loss of topsoil.

d) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site? ☐ ☐ ☒ ☐

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems? ☐ ☐ ☒ ☐

(d, e) After development, the site will drain into an on-site storm drain system. On-site detention will reduce peak flow to the 10-year undeveloped flow rate. The Hydrology report (Ref. #41) concludes that runoff from the site will not significantly impact existing storm drain facilities. Therefore, there is no potential for a significant impact to the environment from creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

f) Result in discharge from areas of: material storage, vehicle or equipment fueling or maintenance, waste handling, hazardous material handling or storage, delivery or loading, or other outdoor work areas? ☐ ☐ ☒ ☐

g) Result in storm water discharge that would impair the beneficial uses of the receiving waters or cause significant harm to the biological integrity of waterways or water bodies? ☐ ☐ ☒ ☐

(f, g) The State NPDES MS4 permit requires all new development to treat the "first flush" of all storms. The hydrology report submitted for this project has calculated the stormwater volume that must be treated (Ref. #41). Captured storm flows will be pretreated prior to the water leaving the site. Therefore, there is no potential for a significant impact to the environment from substantial additional sources of polluted runoff or substantial degradation of water quality.

h) Place any structure intended for human habitation within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary of Flood Insurance Rate Map or other flood hazard delineation map? ☐ ☐ ☒ ☐

Portions of the project site fall within the National Flood Insurance Program 1% storm event (100-year) floodplain. City policy requires removal of the site from the floodplain as a condition of approval. This question of potential significant impact has been addressed by the developer by the proactive filing of an application for a Conditional Letter of Map Revision based on fill (CLOMR-Fill).

The engineering analysis for the CLOMR-Fill application has been quite extensive using the best available data and a sophisticated two-dimensional stormwater hydraulics software model. The model suggests that the original floodplain mapping was overtly conservative. Even with the filling of the project site, the floodplain will shrink and flood depths will decrease with the proposed Flood Insurance Rate Map revisions. It is expected that the CLOMR-Fill will result in a net benefit to the community.

The project will be required to obtain the CLOMR-Fill prior to any grading of the site. Upon completion of the grading/fill operation, the project will be required to obtain the formal Letter of Map Revision – Fill which will allow construction of the industrial buildings. Therefore, there is no potential for a significant impact to the environment from a significant risk of loss, injury or death involving flooding.

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

Based upon a review of the Bard Reservoir inundation map, a small area at the southwest corner the property is located within an area that could be affected by a failure of the Bard Reservoir (Ref. #21). The site is not within the inundation area for the Las Llajas dam (Ref. #22).

A study titled: "A Report on Bard Reservoir and the Risk of Inundation Hazard with Respect to the Proposed Royal/Madera Specific Plan Area" (Ref. #39), was done to evaluate the hazard to development within the dam inundation. This study was incorporated into the Royal Madera Specific Plan: Master Environmental Impact Report. The study analyzed the five ways an earthen dam can fail and result in flooding. These are: overtopping, slumping, rapid draw down, erosion, and earthquakes. Overtopping results when the amount of water received by the watershed exceeds the capacity of the dam. The California Division of Safety of Dams analyzed the hydrology of the watershed to determine how the dam would perform during a possible maximum precipitation storm. This analysis showed that the reservoir and spillway perform within satisfactory levels even if the maximum precipitation storm occurred at a time of maximum storage capacity of the reservoir. The hydrology analysis calculated that the annual precipitation for the Bard Reservoir area is approximately 14 inches. The dam was designed to handle over 26 inches of rainfall in a 72-hour period. Therefore, there is virtually no risk of dam failure resulting from overtopping.

Slumping is the collapse of the downstream soil in the embankment. This can result from the introduction of roots, weeds, and other vegetation which can weaken the compaction of the soil. The California Division of Safety of Dams requires routine maintenance and performs inspections to ensure dams are not in danger of slumping. Based on the maintenance schedules and available records, slumping failure is highly unlikely at Bard Reservoir (Ref. #39: Pg 15).

Collapse can also occur from rapid draw down, which is the outletting of water from the reservoir at too high a rate. The outlet capacity of the two drains that make up the outlet works has been designed to limit the outflow of water from the reservoir to an acceptable draw down rate. This has eliminated the possibility of accidental dam failure from an excessively rapid draw down (Ref. #39: Pg 15).

Erosion from water seepage can also cause a dam to fail. The design and construction of the dam's outlet works and foundation, including a filter and drain system prevents seepage from occurring. During construction the soil was carefully excavated and recompacted. Piezometers and settlement markers were installed to provide monitoring. The careful design and constant inspection during construction, as well as the current on-going maintenance, monitoring, and surveillance programs ensure the integrity of the outlet works and the foundations for the infinite life of the dam. For these reasons, the possibility or risk of dam failure from erosion is very minute (Ref. #39: Pg. 16).

Earthquakes are another cause of dam failure. The Bard Reservoir was constructed to meet all of the State requirements regarding seismic hazards. An assessment of the performance of the Bard Reservoir during a Maximum Credible seismic event was conducted to determine the stability of the dam during an earthquake. In order to calculate the Maximum Credible event, the maximum earthquake is assumed to occur at the closest point of the fault to the site resulting in the most severe level of shaking at the site. In determining the maximum earthquake history experience, trenching and distance from the fault to the site are all taken into account. The Santa Rosa-Simi fault system with an event at a magnitude of 7.0 resulting in a maximum peak acceleration of 0.7g was determined to be the critical event and the basis for subsequent studies at the Bard Reservoir. In all cases, the primary conclusion reached is that the dam is safe for continued use (Ref #39: Pg. 16). Therefore, there is a less than significant impact on the environment from exposure of people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

IX. LAND USE AND PLANNING: Would the project:

a) 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? ☐ ☐ ☒ ☐

Based on a review of the current General Plan, it has been determined that the project is consistent with goals, policies, and implementation measures adopted for avoiding or mitigating an environmental effect. The project complies with all thresholds related to biological resources, stormwater runoff, air quality, noise and traffic generation. Therefore, there is no potential for a significant impact on the environment.

X. MINERAL RESOURCES: Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? ☐ ☐ ☒ ☐

b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ☐ ☐ ☒ ☐

(a, b) Based on the geotechnical site investigation, the site is mostly underlain by alluvial sediment and loose fill. According to the California Division of Mines and Geology, there are no known mineral resources of value to the region in alluvium aside from sand and gravel for concrete aggregate and there are no mineral resources in the uncertified fill (Ref. #23: California Division of Mines and Geology, Geology and Mineral Resources Study of Southern Ventura County, California, 1973, Pg. 27 & 28). The project is located in the area delineated as the Simi Oil Field on the California Department of Conservation, Division of Oil and Gas, District 2 Oil Field Map (Ref. #25: California Department of Conservation, Division of Oil and Gas, District 2 Oil Fields Map, March 22, 2001). There are no oil or gas wells located on the property according to the California Department of Conservation, Division of Oil and Gas, Regional Wildcat Map, W2-1 (Ref. #24: California Department of Conservation, Division of Oil and Gas, Regional Wildcat Map, Map W2-1, June 12, 1986). Locally important mineral resources have been mapped by the State and included in the City's General Plan Land Use Element. The project is located outside the area identified as a natural resource area on the Land Use Map for the City's General Plan. Therefore, would not have the potential to result in a significant impact to the environment from the loss of availability of a regionally, statewide, or locally important mineral resource.

XI. NOISE: Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance? ☐ ☐ ☒ ☐

b) The creation of a permanent increase in ambient noise levels in the project vicinity by 10 dB(A) Ldn above levels existing without the project? ☐ ☐ ☒ ☐

c) A substantial temporary or periodic increase in ambient noise levels, from other than construction related noise, in the project vicinity above levels existing without the project? ☐ ☐ ☒ ☐

(a, b, c) The environmental planner conducted a site inspection and determined that the project is not adjacent to any noise-sensitive land uses. Therefore, the project would have no potential for a significant impact from exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, and will not create a substantial permanent, temporary or periodic increase over noise levels that currently exist on and are created by the industrial land use that currently occupies the site. Therefore, there is no potential for a significant impact related to noise generation by the project.

XII. POPULATION AND HOUSING: Would the project:

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

b) Displace substantial numbers of people or existing dwelling units, necessitating the construction of replacement housing elsewhere? ☐ ☐ ☒ ☐

(a, b) The proposal is located in a developed area of the City, with existing and approved land uses adjacent to the west, east, and north. The project will not require extension of existing roads, utilities, or other public infrastructure to serve the project site. The project will not result in the creation of residential units. Therefore, the project has no potential to result in a significant impact to the environment by inducing substantial population growth in the area. Based on the site visit by the environmental planner, there are no dwelling units located on the property that would be displaced. Therefore, the project has no potential for an impact to the environment from the displacement of existing dwelling units that would require construction of replacement housing elsewhere.

XIII. PUBLIC SERVICES:

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

Fire Protection?	☐	☐	☒	☐
Police Protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

The property is located approximately two miles from Ventura County Fire Station Number 45, located at 790 Pacific Avenue in Simi Valley. The Ventura County Fire Protection District has reviewed the project and determined that with the existing roads, short distance, and level topography from these stations to the site, the personnel and equipment at the fire stations can meet their standard response time of arriving in five minutes by traveling 30 miles per hour.

The Police Department has established acceptable standards for Patrol Officer response times to calls for service in the City. The acceptable response times to emergency calls average 3.2 minutes, and non-emergency response times average 12 minutes. The Police Department tracks response times and is meeting these standards, based on the Department's latest statistics. To maintain these response times to the public, the Police Chief may reconfigure police beat boundaries, adjust deployment schedules for patrol shifts, or request funding for the creation of special task forces to deal with any increase in calls for service due to the proposed project. Therefore, there would be no potential for a substantial impact associated with new facilities or personnel related to police services.

The need for public facilities including schools and parks is based on the demand generated by the population. The project would result in the creation of an industrial park facility. This use is not considered to contribute to a substantial population increase; therefore there would be no potential for a substantial adverse effect on public services or facilities including fire protection, police protection, schools, parks or recreational facilities which could result in significant environmental impacts in order to maintain acceptable service ratios, response times or other performance objectives.

XIV. RECREATION:

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

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

(a, b) Based on the answer to question XII. (Parks), existing park facilities would be able to accommodate any modest increase in park use generated by this project. No recreational facilities are included in the project. Therefore, the project would not have the potential to cause a significant impact to the environment from an impact to recreation facilities.

XV. TRANSPORTATION/TRAFFIC: Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation and relevant components of the circulation system, such as intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ☐ ☐ ☒ ☐

b) Conflict with an applicable congestion management program such as level of service standards and travel demand measures, or other standards established by the local congestion management agency for designated roads or highways? ☐ ☐ ☒ ☐

(a, b) The project has been determined to be consistent with the City's General Plan which established the City's overall plan for traffic and pedestrian circulation. In addition, the City Traffic Engineer has reviewed and accepted the conclusions of the traffic impact analysis prepared for the project (Ref. #42). The report analyzed the potential effects of the project on local intersections. According to the report, the project will generate 1,740 daily vehicle trips, 221 morning peak hour trips, and 230 evening peak hour trips. The report used the City's traffic model, plus project demand, including the changes proposed by the project to analyze the proposal's immediate impact on local roadways. The study determined that intersections in the project vicinity would operate at Level of Service (LOS) "C" or better after construction of this project with existing conditions. To address cumulative traffic impacts, the General Plan adopted a LOS "C" as the design objective for the arterial street system. To meet this design objective, individual projects are required to provide circulation analysis and traffic improvements to meet LOS "C" at all affected intersections. The current Traffic Model accounts for potential buildout of the site and surrounding area. Projects are required to pay a traffic impact fee to the City to fund the construction of intersection improvements needed to maintain acceptable levels of service under cumulative conditions. In addition, Table 5 in the project's traffic report demonstrates that the project would not have a significant impact on local intersections under cumulative conditions. Therefore, the project will not result in a significant impact on the environment due to traffic impacts.

c) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections)? ☐ ☐ ☒ ☐

d) Result in inadequate access? ☐ ☐ ☒ ☐

(c, d) The project will have access to Easy Street via two driveways. The Simi Valley Municipal Code has specific design requirements for new access drives (Ref. #1: City of Simi Valley, Development Code, Title 9 of the City of Simi Valley Municipal Code, Chapter 9-34). This includes minimum standards for width, grade, angle, surface, and clearance. The City of Simi Valley Department of Public Works and Department of Environmental Services reviewed the project and determined that those standards would be satisfied. Compliance with those design standards protects against the possibility of creating a substantial hazard due to a design feature. Therefore, there is no potential for a significant impact to the environment from a substantial increase in hazards due to a design feature or inadequate access.

e) Conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities, or otherwise decrease the safety or performance of such facilities? ☐ ☐ ☒ ☐

The Department of Public Works Traffic Division reviewed the project and determined that the project would not conflict with the Bicycle Master Plan. The project has been reviewed by the City's Transit Division and based on their assessment a bus turnout or stop is not required for the project and the project would not conflict with the existing or planned bus system. Therefore, the project would have no potential for a significant impact to the environment from a conflict with adopted policies, plans, or programs supporting alternative transportation

XVI. UTILITIES AND SERVICE SYSTEMS: Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ☐ ☐ ☒ ☐

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

(a, b) Wastewater from the project would be collected by the existing sewer system. All the wastewater from the project would be treated at the City's wastewater treatment facility. This facility is operated in accordance with the requirements of the Regional Water Quality Control Board.

Based on the Sewer Capacity Report submitted with the project application, the project will produce 50,594 gallons of sewage per day (Ref. #43). Currently the City's Wastewater Treatment Plant handles approximately 9.5 million gallons of sewage per day (mgd). The facility's capacity is 12.5 mgd. The wastewater collection system and the City's water delivery system have not reached capacity. The City's Department of Public Works has reviewed the proposal and determined that no additional water or wastewater treatment facilities are required. Based on this information the project would not generate sewage that exceeds the limits of the City's Wastewater Treatment Plant. Therefore, there is no potential for a significant impact to the environment from inadequate capacity of the wastewater treatment provider.

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

After development, the site will drain into an on-site storm drain system. On-site detention basins will reduce peak flow to the 10-year undeveloped flow rate. The Hydrology report concludes that runoff from the site will not significantly impact existing storm drain facilities. That report was reviewed and accepted by the City Development Engineer. Therefore, there is no potential for a significant impact to the environment from creation or contribution of runoff water which would exceed the capacity of existing or planned stormwater drainage systems.

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

The proposed project would be served by the Ventura County Waterworks District No. 8 (District). Calleguas Municipal Water District (Calleguas) supplies most of the District's water. The District also extracts groundwater for treatment and use as potable water, for use as untreated nonpotable water, and purveys recycled water.

The District's most recent Urban Water Management Plan forecasts demand of 27,975 acre-feet per year (AFY) in 2035, which is essentially the build-out demand of the District under the current City of Simi Valley's and County of Ventura's General Plans. The project is consistent with the Simi Valley General Plan. Calleguas's current Urban Water Management Plan assures that the demands of all purveyors they serve, including the District, can be met through 2035 in all but the most extreme circumstances. In addition, the District plans to diversify resources by increased local water production and water recycling.

The District's current estimated annual demand is 22,760 AFY. The proposed project is forecasted to have a water demand of 120 AFY. The difference between current demand and projected year-2035 demand is 5,215 AFY. The forecasted project demands are within the planned increased demand range. The District's and Calleguas's planning documents therefor support that the demand created by the proposed project will have sufficient resources as supply, without additional entitlements. Therefore, new or expanded entitlements of water supplies are not needed for this project and there is no potential for a significant impact on the environment.

e) Result in a determination by the wastewater treatment provider that serves or may serve the project that it has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ☐ ☐ ☒ ☐

Based on the Sewer Capacity Report submitted with the project application, the project will produce 50,594 gallons of sewage per day (Ref. #43). Currently the City's Wastewater Treatment Plant handles approximately 9.5 million gallons of sewage per day (mgd). The facility's capacity is 12.5 mgd. The wastewater collection system and the City's water delivery system have not reached capacity. The City's Department of Public Works has reviewed the proposal and determined that no additional water or wastewater treatment facilities are required. Based on this information the project would not generate sewage that

exceeds the limits of the City's Wastewater Treatment Plant. Therefore, there is no potential for a significant impact to the environment from inadequate capacity of the wastewater treatment provider.

f) Be served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs? ☐ ☐ ☒ ☐

The Simi Valley Landfill and Recycling Center (SVLRC) would serve the proposed project. The SVLRC has a capacity of 123.1 million cubic yards of waste. Based on the maximum permitted disposal rate of 6,000 tons per day (tpd), seven days per week, 358 days per year, the site could operate until 2051 (Ref. #30: Science Applications International Corporation, Final Environmental Impact Report, Simi Valley Landfill and Recycling Center Expansion Project, Ventura County, California, December 2010, Pg. ES-67-ES-69). Waste Management accepts waste from a variety of sources, but they are restricted to the approval rate of 6,000 tons per day. Therefore, the SVLRC, at a minimum, has the ability to accept waste until 2051. Therefore, there is a less than significant impact to the environment from an insufficient permitted capacity to accommodate the project's solid waste disposal needs.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

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

Based on the answers to Section III, Biological Resources, the project has the potential to cause significant impacts to riparian habitat, sensitive species and wildlife movement adjacent to the project site. However, these impacts will be mitigated to less than significant levels.

Based on the answers to Section IV, Cultural Resources, the project has the potential to cause significant impacts to archaeological and paleontological resources on the project site. However, these impacts will be mitigated to have less than significant effects on the environment.

Therefore, after mitigation, there would be no potential for a significant impact to the environment from degradation of the quality of the environment, substantial reduction of habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of an endangered, rare, or threatened species or eliminate important examples of the major periods of California history or prehistory.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in Section 15130 of the State CEQA Guidelines?) ☐ ☒ ☐ ☐

A cumulative impact consists of an impact that is created as a result of the combination of project impacts plus effects from other projects that cause related impacts. In this case, potentially significant project impacts relating to Biological Resources, Cultural Resources, and Air Quality were examined for individual and cumulative effect. In the case of Biological Resources, cumulative effects were discussed and mitigated to less than significant levels. In the case of Cultural Resources, it was determined that significant effects were limited to the project site and would not result in a cumulative impact. In the case of Air Quality, it was determined that cumulative effects will be mitigated to less than significant levels. As described in Section II, above, the project is consistent with the Ventura County Air Quality Management Plan and other state and federal standards that are adopted for the purpose of addressing individual and cumulative air quality impacts, as well as within Greenhouse Gas emissions guidelines for individual and cumulative impacts. The City's Traffic Engineer determined that the project would not result in a change to streets or transit that could cumulatively result in a decrease in Level of Service in the area immediately or in the future.

Since the project is consistent with the Air Quality Management Plan and Greenhouse Gas Emissions guidelines, and will mitigate potential impacts to biological resources, there would be no potential for a significant impact to the environment from impacts that are individually limited, but cumulatively considerable.

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? ☐ ☒ ☐ ☐

Significant impacts to air quality, hydrology, and significant impacts from hazardous materials, geologic conditions, and noise have the potential to cause substantial adverse effects on human beings. Based on the answers to questions II. a), b), c), d), and e), the project would mitigate potentially significant impacts related to air pollution. Based on the answers to questions VII. a), b), d), e), and f), the project would not have a significant impact due to erosion, flooding, and polluted runoff. Based on the answers to questions VI. a), b), c), and d), the project would not have a significant impact due to the use or transport of hazardous materials, accidental release of hazardous materials, release of hazardous materials within a quarter mile of a school, or development on a hazardous materials site. Based on the answers to questions V. a) i), ii), iii), and iv), the project would not have a significant impact due to surface rupture, seismic ground failure, or landslides. Based on the answers to questions X. a), b), and c), the project would not have a significant impact on the environment due to the exposure of persons to noise levels in excess of standards established in the General Plan, the increase of ambient noise by 10 dB(A), or a substantial temporary or periodic increase in ambient noise levels.

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23. California Division of Mines and Geology, Geology and Mineral Resources Study of Southern Ventura County, California, 1973.

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XIX. LIST BELOW THE PERSON OR PERSONS WHO PREPARED OR PARTICIPATED IN THE PREPARATION OF THE INITIAL STUDY.

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Environmental Planner:	Lauren Funaiole
Project Engineer:	Steve Benjamin