

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 113
Sacramento, CA 95812-3044
County Clerk
County of:

From: (Public Agency): City of Oxnard Planning Division
214 South C Street
Oxnard, CA 93030
(Address)

Project Title: Agromin Food Waste

Project Applicant: Mike Harrison

Project Location - Specific: 1641 Mountain View Ave. APN-201-0-260-095

Project Location - City: Oxnard Project Location - County: Ventura

Description of Nature, Purpose and Beneficiaries of Project:
PZ NO. 17-200-09 (Development Design Review Permit): A request for: (1) Food waste processing use located within one of the two existing warehouses; (2) a reduction in required off-street parking from 45 to 14 spaces; (3) outdoor equipment consisting of a surface mounted truck scale; three truck ramps; wheelchair lift; on a 1.49-acre parcel zoned Heavy Manufacturing (M-2) located at 1641 Mountain View Avenue (APN: 201-0-260- 095); (4) obtain a Solid Waste Facility Permit for the Transfer/Processing Facility for a 300 tons per day facility; and (5) will be operating 24 hours daily.

Name of Public Agency Approving Project: City of Oxnard Planning Division

Name of Person or Agency Carrying Out Project: Isidro Figueroa - Interim Planning & Environmental Services Manager

Exempt Status: (check one):
[] Ministerial (Sec. 21080(b)(1); 15268);
[] Declared Emergency (Sec. 21080(b)(3); 15269(a));
[] Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
[X] Categorical Exemption. State type and section number: 15332 In-Fill
[] Statutory Exemptions. State code number:

Reasons why project is exempt:
In accordance with the California Environmental Quality Act Guidelines (CEQA) and Section 15332, infill projects that are consistent with the General Plan and zoning; on less than five acres; on a site with no habitat value for endangered, rare, or threatened species; adequately served public utilities and services; and having no significant impacts on traffic, noise, air quality, and water may be found exempt from CEQA review. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and a Notice of Exemption has been prepared.

Lead Agency Contact Person: Isidro Figueroa Area Code/Telephone/Extension: (805) 385-8207

If filed by applicant:
1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? [X] Yes [] No

Signature: [Handwritten Signature] Date: 6/27/2019 Title: Agent for Harrison

[] Signed by Lead Agency [X] Signed by Applicant

Authority cited: Sections 21083 and 21110, Public Resources Code.
Reference: Sections 21108, 21152, and 21152.1, Public Resources Code.

Date Received for filing at OPR: [Handwritten Date]

Office of Planning & Research
STATE CLEARINGHOUSE
JUN 27 2019

2019 ENVIRONMENTAL FILING FEE CASH RECEIPT

Complete the information and submit with each set of documents presented for filing. Please provide an original set and (3) three sets of copies for filing.



20190621-10011252-0 1/1

Ventura County Clerk and Recorder
MARK A. LUNN
06/21/2019 12:06:25 PM
1480210 \$50.00 AR

RECEIPT NUMBER: _____
STATE CLEARINGHOUSE NUMBER (If applicable) _____

LEAD AGENCY City of Oxnard	LEAD AGENCY EMAIL isidro.figueroa@oxnard.org	DATE 06.21.19
COUNTY/STATE AGENCY OF FILING County of Ventura	DOCUMENT NUMBER	
PROJECT TITLE Agromin Food Waste		
PROJECT APPLICANT NAME Mike Harrison	PROJECT APPLICANT EMAIL mikeh@ejharrison.com	PHONE NUMBER (805) 647-1414
PROJECT APPLICANT ADDRESS P.O. Box 4009	CITY Ventura	STATE CA
		ZIP CODE 93007

PROJECT APPLICANT (Check appropriate box)

- Local Public Agency
 School District
 Other Special District
 State Agency
 Private Entity

CHECK APPLICABLE FEES:

- Environmental Impact Report (EIR) \$3,271.00 \$ _____
 Mitigated/Negative Declaration (MND)(ND) \$2,354.75 \$ _____
 Certified Regulatory Program document (CRP) \$1,077.00 \$ _____

- Exempt from fee
 Notice of Exemption (attach)
 CDFW No Effect Determination (attach)
 Fee previously paid (attach previously issued cash receipt copy)

- Water Right Application or Petition Fee (State Water Resources Control Board only) \$850.00 \$ _____
 County documentary handling fee \$50.00 \$ 50.00
 Other \$ _____

PAYMENT METHOD:

- Cash Credit Check Other **TOTAL RECEIVED** \$ 50.00

SIGNATURE 	AGENCY OF FILING PRINTED NAME AND TITLE Isidro Figueroa, Interim Planning and Environmental Services Manager
Date 06.21.19	Telephone Number 805-385-8207

DO NOT WRITE BELOW THIS LINE
The following will be completed by the County Clerk's Office

Signature of person receiving payment: ELIZABETH ARANT, Total Received: \$ 50.00
Deputy County Clerk

Governor's Office of Planning & Research

Posted: JUN 21 2019 through _____

JUN 27 2019

STATE CLEARINGHOUSE

OXNARD PLANNING DIVISION
214 SOUTH C STREET
OXNARD, CALIFORNIA 93030



NOTICE OF EXEMPTION

Project Description: Agromin Animal Feed/Food Waste

PZ NO. 17-200-09 (Development Design Review Permit): A request for: (1) Food waste processing use located within one of the two existing warehouses; (2) a reduction in required off-street parking from 45 to 14 spaces; (3) outdoor equipment consisting of a surface mounted truck scale; three truck ramps; wheelchair lift; on a 1.49-acre parcel zoned Heavy Manufacturing (M-2) located at 1641 Mountain View Avenue (APN: 201-0-260-095); (4) obtain a Solid Waste Facility Permit for the Transfer/Processing Facility for a 300 tons per day facility; and (5) will be operating 24 hours daily.

Supporting documents used in this Class 32 Exemption:

- City of Oxnard CEQA Guidelines – May 2017
- City of Oxnard Staff Report and Resolution No. 2017-200-09 – December 20, 2018
- Exemption from an Authority To Construct Letter by Ventura County Air Pollution Control District – May 23, 2019
- Transfer/Processing Report by Edgar & Associates – April 2019
- Odor Impact Minimization Plan by Edgar & Associates – December 2018
- Noise Study by Rincon Consultants – April 10, 2018
- Parking Study by Harrison Industries - December 2017

Finding:

The Planning Division of the Development Services Department of the City of Oxnard has reviewed the above proposed project and found it to be exempt from the provisions of the California Environmental Quality Act (CEQA).

- Ministerial Project
- Categorical Exemption: 15332.- IN-FILL DEVELOPMENT
- Statutory Exemption
- Emergency Project
- Quick Disapproval [CEQA Guidelines, 14 Cal. Code of Regs. 15270]
- No Possibility of Significant Effect [CEQA Guidelines, 14 Cal. Code of Regs. 15061(b)(3)]

Supporting Reasons: In accordance with the California Environmental Quality Act Guidelines (CEQA) and Section 15332, infill projects that are consistent with the General Plan and zoning; on less than five acres; on a site with no habitat value for endangered, rare, or threatened species; adequately served public utilities and services; and having no significant impacts on traffic, noise, air quality, and water may be found exempt from CEQA review. Therefore, staff has determined that there is no substantial evidence that the project will have a significant effect on the environment and a Notice of Exemption has been prepared.

FILED
DATE: JUN 21 2019
MARK A. LUNN
Ventura County Clerk and Recorder
By: ELIZABETH ARANT, Deputy

POSTED
JUN 21, 2019 - 1 / 1
MARK A. LUNN
Ventura County Clerk and Recorder
By: _____, Deputy

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.**

General Plan Consistency was determined at the Directors' Hearing Date of December 20, 2018 in the Staff Report – pages 4-6 as summarized below:

The City's 2030 General Plan land use designation for the subject site is Central Industrial Area which land uses often involve outdoor use and storage. Agricultural processing and vehicle and equipment storage and repair predominate in this area. In order to be compatible with the adjacent CBD plans, higher development standards may be applied to new uses and the rehabilitation of existing uses. Public services is also a permitted land use. The proposed use, inclusive of outdoor equipment and truck scales, is consistent with the aforementioned uses identified in the Central Industrial Area. Further, the Project site is not adjacent to a CBD plan; therefore, higher development standards are not required.

Additionally, the proposed use described above will assist the City to achieve required commercial organics recycling collection mandates under AB 1826, SB 1383, and AB 876. As such, the use is consistent with public services uses allowed in the Central Industrial Area as described in the 2030 General Plan. The Project has been determined to be consistent with the 2030 General Plan Central Industrial Area land use designation. The proposed development would be consistent with the applicable General Plan policies listed below. Consistency with the 2030 General Plan is defined by the relationship between 2030 General Plan policies and the proposed project. The three consistency classification levels are:

- I. Direct Applicability to a Proposed Project or Program (full text of the policy and an explanation).
- II. Related or Indirect Applicability to the Proposed Project or Program (policy title and an explanation for each or groups of related or indirectly related policies).
- III. No or Distant Applicability to the Proposed Project or Program (all policies not listed as Level I and II are assumed to be consistent).

Zoning Designation Conformance was determined at the Directors' Hearing Date of December 20, 2018 in the Staff Report – pages 6-9 as summarized below:

The proposed Project is located in the Heavy Manufacturing (M-2) subzone.

The project is consistent with the required developments standards identified in the M-2 subzone
(Heavy Manufacturing).

- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.

City Limit and Size determination was made at the Directors' Hearing Date of December 20, 2018 in the Staff Report – pages 2-3 as summarized below:

The Project located on a 1.49-acre parcel zoned Heavy Manufacturing (M-2) located at 1641 Mountain View Avenue (APN: 201-0-260-095). Warehouse No.2 is the food waste processing facility of approximately 6,640 square feet. The project is surrounded by heavy industrial uses and is located adjacent to an agricultural/fertilizer processing facility.

- (c) The project site has no value as habitat for endangered, rare, or threatened species.

The Directors' Hearing Date of December 20, 2018 in the Staff Report – page 2 summarized the background uses since 1958. Resolution No. 2017-200-09 determined that the site has no habitat value for endangered, rare, or threatened species on page 1 based upon the background information.

Background Information: The project site was originally improved with two buildings, which are existing Warehouse No. 1 and Warehouse No. 2. Building permit records indicate that the buildings were constructed in 1958. Both buildings were approved with a building permit and there is no underlining use permit file associated with the buildings. A third building, Warehouse No. 3, was constructed in 1968 with the issuance of a building permit. Over the years the project site has been used for heavy industrial land uses with approval of a zoning clearance such as: (1) trucking and container storage; (2) storage and wholesale of hazardous material; and (3) fertilizer storage and wholesale. The proposed use is consistent with the heavy industrial land uses previously operating at the project site and permitted uses within the M-2 zone.

- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.

ENVIRONMENTAL CHECKLIST:

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
AIR QUALITY. [Significance criteria established by the BAAQMD may be relied upon to make the following determinations] Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?				X
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?				X
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?				X
d. Expose sensitive receptors to substantial pollutant concentrations?				X

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
e. Create objectionable odors affecting a substantial number of people?				X

Discussion:

From the City of Oxnard CEQA Guidelines – May 2017:

Background information regarding air quality and the regulation of air pollutants is provided in the General Plan Background Report (City of Oxnard 2006: Section 5.7), the most recent Ventura County Air Pollution Control District (VCAPCD) Air Quality Management Plan (AQMP), (VCAPCD 2008: 5), and the Air Quality Assessment Guidelines (VCAPCD 2003: Sections 1 and 2). For regulatory purposes, air pollutants are generally divided into two categories: those for which federal and California Ambient Air Quality Standards (AAQS) have been established (known as criteria air pollutants), and those for which no specific numerical standards are established, but which are known to cause acute or chronic health effects (toxic air contaminants, or TACs). For criteria pollutants, each air basin in the state, including Ventura County, is classified as being in “attainment” or “non-attainment” with respect to the various federal and California AAQS. The purpose of the AQMP is to identify the strategy and measures intended to achieve attainment with the applicable federal ozone standard, and to document other compliance efforts as required by both the Federal and California Clean Air Acts.

The criteria pollutants ozone and particulate matter are of most concern in California. Ozone is an oxidant that can directly affect the lungs causing respiratory irritation and possible changes in lung functions, and can also damage vegetation and other materials. It is formed in the atmosphere by precursors that are emitted primarily from man-made sources. Vehicle exhaust is a substantial source of ozone precursors, including nitrogen oxides (NOx) and reactive organic compounds (ROC). Particulate matter includes dust and other small particles originating from man-made and natural sources. It is further classified by size: PM10 includes particulate matter with a diameter less than 10 microns and PM2.5 refers to dust/particulates that are 2.5 microns in diameter or smaller.

From the Exemption from an Authority To Construct Letter by Ventura County Air Pollution Control District – May 23, 2019:

VCAPCD has determined that the Project is exempt from Ventura County APCD Rule 10 permit requirements. Food Waste/ Solid Waste transfer stations such as the one proposed are generally exempt from VCAPCD permit requirements. This permit exemption also includes any odor control equipment, if required.

This exemption is granted with the following conditions:

- Grid electricity shall be used to power all equipment at the facility. Any emergency diesel engine 50 BHP and greater used to provide electricity in the event of a power failure will require a VCAPCD Permit to Operate.
- Composting and/ or anaerobic digestion of the Food Waste/ Organic Waste shall not be conducted at the Project.
- The heating, drying, processing, etc. of the Food Waste/ Organic Waste slurry into animal feed shall not be conducted at the Project.

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
<u>Fugitive Dust</u>				
<p><i>From the City of Oxnard CEQA Guidelines – May 2017:</i> The VCAPCD has not recommended a specific numerical criterion for fugitive dust. The qualitative threshold is described in the VCAPCD Air Quality Assessment Guidelines:</p>				
<p><i>A project that may be reasonably expected to generate fugitive dust emissions 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, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.</i></p>				
<p>Most of the concern regarding fugitive dust focuses on construction activities, and measures to minimize dust generation from grading and construction. More information is provided in the VCAPCD Air Quality Assessment Guidelines (Sections 6.2 and 7.4.1).</p>				
<p><i>From the Transfer/Processing Report by Edgar & Associates – April 2019:</i></p>				
<p>The Project will take adequate operational measures to minimize the creation, emission, or accumulation of excessive dust and particulates, and prevent other safety hazards to the public caused by obscured visibility. The material being handled are food materials and organic wastes which are moist and not noted to generate dust such as mixed C&D and other MSW types. The Project will minimize the unnecessary handling these moist materials during processing to prevent the creation of excessive dust by operating a closed-loop system.</p>				
<p>The Project will minimize dust below threshold levels includes, but are not limited to:</p>				
<ul style="list-style-type: none"> • No open dumping of materials into bunkers or on tipping floors • Having the entire site completely paved, with no dirt roads present. • The processing areas in within a roofed building and enclosed on all three sides and a hanging fabric screen on the west side • Maintaining a speed limit under 15 miles per hour on site for vehicle traffic. • Smoke and particulates are minimized as most of the collection vehicles will be either LNG or CNG fueled, and will not emit diesel particulates. 				
<u>Odors</u>				
<p><i>From the City of Oxnard CEQA Guidelines – May 2017:</i></p>				
<p>VCAPCD has not recommended a specific numerical criterion or procedure for odors. The qualitative threshold is described in the VCAPCD Air Quality Assessment Guidelines:</p>				
<p><i>A qualitative assessment indicating that a project may reasonably be expected to generate odorous emissions in such quantities as to cause 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, or which may cause, or have a natural tendency to cause, injury or damage to business or property (see California Health and Safety Code, Division 26, §41700) will have a significant adverse air quality impact.</i></p>				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
<p>The Air Quality Assessment Guidelines provide a definition of significant odor impact in terms of the numbers of complaints received – but this is of no predictive value in assessing new projects. There is a tabulation of “screening distances” in the Air Quality Assessment Guidelines (Table 6---3) for various odorous land uses that may cause an odor impact at receptor locations. The distances are all one or two miles, and they are associated with a wide variety of industrial, agricultural, and waste management facilities.</p>				
<p><i>From the Transfer/Processing Report by Edgar & Associates – April 2019 and from the Odor Impact Minimization Plan by Edgar & Associates – December 2018:</i></p>				
<p>Significant odors are not expected from the Project. Odor control is achieved through short holding times, sealed containers and system, enclosed vehicles and processing building, and a regular maintenance and cleaning program. Feedstocks will be managed to minimize odors by processing food waste immediately upon receipt with a closed-loop system and the slurry will be stored in sealed tanks. An Odor Impact Minimization Plan will be filed with the Ventura County Environmental Health Department, acting as the Local Enforcement Agency (LEA) to address and monitor odors from the food waste processing facility as part of obtaining a Solid Waste Facility Permit process. The west side of Warehouse No. 2 is currently open and will be screened with a fabric screen between the columns for odor control purposes.</p>				
<p><i>From the Directors’ Hearing Date of December 20, 2018 in the Staff Report – pages 2-3 as summarized below:</i></p>				
<p>The Odor Impact Minimization Plan (OIMP) regulatory requirements in 14 California Code of Regulations 17863.4 have been developed to allow an operator to aggressively devise an operational plan to prevent odors from occurring and to plan in advance should be taken if odors do occur.</p>				
<p><u>Significant Impacts:</u></p>				
<p>None</p>				
<p><u>Conclusion:</u></p>				
<p>No impacts to air quality, dust or odors – below threshold conditions.</p>				
<p>HYDROLOGY & WATER QUALITY. <i>Would the project:</i></p>				
a. Violate any water quality standards or waste discharge requirements?				X
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?)				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				X
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				X
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or				X

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
provide substantial additional sources of polluted runoff?				
f. Otherwise substantially degrade water quality?				X
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				X
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?				X
j. Inundation by seiche, tsunami, or mudflow?				X

Discussion:

From the City of Oxnard CEQA Guidelines – May 2017:

The Santa Clara River is the primary surface water feature in the City and the longest free-flowing river in Southern California. The river is also one of the few remaining rivers in the area that remains in a relatively natural state. The total river length is approximately 70 miles, extending from its headwaters at Mount Pinos to the Santa Clara River Estuary adjacent to McGrath State Beach.

The Oxnard Plain groundwater Hydrographic sub-unit includes the Oxnard and Pleasant Valley Hydrographic Sub areas, each of which receives natural recharge from a system of nine groundwater basins along the Santa Clara River Basin. The Oxnard Hydrographic Sub area is located in the southwest corner of the Santa Clara River Basin and consists of the Montalvo, Mound, and Oxnard Plain Basins. The Oxnard Plain Basin is the most important to the City of Oxnard and is composed of two aquifer systems known as the Upper Aquifer System (UAS) and the Lower Aquifer System (LAS). The UAS consists of the Oxnard Aquifer, and the Mugu Aquifer. The LAS is comprised of the Hueneme, Fox Canyon, and Grimes Canyon Aquifers.

Due to its low land profile, the City of Oxnard became a member of the National Flood Insurance Program (NFIP). The City also adopted a Master Plan of Drainage (2003) and a Floodplain Management Ordinance (Chapter 35 of the Oxnard City Code) to protect its residents and businesses. The City of Oxnard falls within the Santa Clara River's 1,600 square mile watershed. Flooding in Oxnard caused by rain water is most likely to occur in the winter months when Ventura County receives most of its precipitation. In 2005, the majority of Oxnard's rain fell between late January and mid-March. On average, however, rainfall in the Oxnard area increases sharply in early November and does not decrease until mid/late-March. High winds or tides can cause seawater surges resulting in coastal flooding beyond the high tide line. Wave action can directly impact seaside homes and infrastructure. Indirectly, wave action can cause beach and bluff erosion resulting in damage to seaside homes and infrastructure.

Several dams are located at least 35 miles to the east and northeast of Oxnard within Ventura and Los Angeles counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire city is located within the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the city could be in the form of a wall of fast-moving water, mud, and debris. Residential and commercial buildings as well as critical facilities could be impacted by a dam failure.

For water quality issues in most development projects, the key evaluation of potential impacts will relate

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<p>to how a project complies with applicable stormwater Best Management Practices (BMPs) and Low Impact Development (LID) principles. Guidance from the Countywide Stormwater Quality Management Program identifies measures and requirements that apply to different kinds of projects (Ventura County Stormwater Quality Management Program 2015). Applicable federal, state, and local standards will typically be described and information demonstrating compliance with standards will be provided. Compliance with applicable National Pollutant Discharge Elimination System (NPDES) and associated local standards and requirements will normally suffice to reduce water quality impacts to below a level of significance. Impacts to hydrological and storm drain systems will also consider NPDES and associated local requirements pertaining to limiting increases in surface runoff. Again, compliance with applicable requirements needs to be demonstrated. For smaller infill projects that would not substantially increase impervious surface area, citing of requirements may suffice. For larger projects involving substantial changes in surface runoff and the need for onsite detention/retention, a preliminary hydrological study will normally be needed in support of the CEQA document.</p> <p>The potential for flooding may be evaluated with the relevant FEMA FIRMs. In addition, Figure 2---1 in the 2030 General Plan Goals and Policies shows the approximate extent of the 100---year flood level in the beach and coastal areas, and how that level may change with rising sea level. Projects within the 100---year flood zone typically require flood insurance unless a Letter of Map Revision (LOMR) is approved by FEMA.</p> <p>The City of Oxnard is a participant with other local governments in the Ventura Countywide Stormwater Quality Management Plan. This is a comprehensive regional effort to implement federal and state requirements for reducing water pollution from uncontrolled stormwater runoff. This program defines the Best Management Practices applicable to management of stormwater runoff, and the prevention of dry weather runoff. It also establishes the design requirements for Low Impact Development to minimize the volume of stormwater discharge and pollutant levels that originate from newly developed areas. Compliance with these principles by construction and land development projects that may affect stormwater quality in the City stormwater drainage system is a requirement of the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002, issued by the California Regional Water Quality Control Board, Los Angeles Region in 2010.</p> <p><i>From the Transfer/Processing Report by Edgar & Associates – April 2019:</i></p> <p>The Project will minimize the creation of contact water with operations being inside Warehouse #2 which is roofed and enclosed on all three sides and a hanging fabric screen on the west side. Incoming loads of material arrive in enclosed collection vehicles which prevent liquid from escaping. Liquids remain in the vehicle until the contents are unloaded into the feed hopper, at which point the liquid and waste contents are dumped into the hopper for processing, where the liquids will become slurry and stored in the stainless steel tanks. The free liquids expected to be generated from processing activities within the enclosed warehouses will be part of the closed loop system and become slurry.</p> <p><i>From Resolution No. 2017-200-09:</i></p> <p>The Project will prevent the uncontrolled off-site migration of contact water by not generating contact water. Given existing weather conditions and stormwater requirement by the City of Oxnard, the operators will prepare a Local Stormwater Pollution Prevention Plan (“Local SWPPP”.) The Local SWPPP will be developed and implemented in accordance with requirements of the Ventura Countywide MS4 Permit. The Local SWPPP shall be approved by the City Engineer prior to issuance of a site improvement/grading permit. The operator will keep the Local SWPPP updated to reflect operating site conditions and a copy of the Local SWPPP shall be kept onsite and available for City or designated representative to review upon request. (DS-87).</p>				

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<p>The Project will install "Full Capture System Devices" ("Devices") certified by the State Water Resources Control Board in compliance with the Statewide Trash Amendments ("Amendments") in all catch basins accepting stormwater runoff from any portion of this project that meets the definition of "Priority Land Use" as defined by the Amendments at the time of issuance of a grading/site improvement permit. The Devices will be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM"). (DS-88).</p> <p>From the Transfer/Processing Report by Edgar & Associates – April 2019: The Project will protect the integrity of roads and structures from drainage by maintaining paving at the site. All on-site roads will be kept in safe condition to maintain all-weather access and speeds will be limited on-site for traffic safety purposes. The Project is not within a 100-year flood plain where the structures would be at risk due to flooding.</p> <p>Significant Impacts: None</p> <p>Conclusion: No impacts to hydrology and water quality.</p>				
XII. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies??				X
b. Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?				X
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project				X
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?				X
e. For a project located within an airport land use plan, would the project expose people residing or working in the project area to excessive noise levels?				X
<p>Discussion:</p> <p>From the City of Oxnard CEQA Guidelines – May 2017: The General Plan Background Report (City of Oxnard 2006: Section 6.4) provides overview and definitions related to noise, and presents information on noise regulations and standards. The main noise generators within the City consist of vehicular traffic along the Ventura Freeway, other major roadways, the Oxnard Airport, the Union Pacific Railroad line, and a variety of stationary noise sources. Each of these noise sources is described in greater detail below.</p> <p>As in most typical urbanized areas, the most pervasive noise sources in the City are motor vehicles, including automobiles, trucks, buses, and motorcycles. The noise generated from vehicles using roads within the Planning Area is governed primarily by the number of vehicles, type of vehicles (mix of automobiles, trucks, and other large vehicles), and their speed. The highest noise levels are adjacent to the Ventura Freeway. Noise levels that would affect noise sensitive land uses such as residences, schools, and hospitals also occur along</p>				

Environmental Issue Area	Potentially Significant Impact, Unmitigated	Potentially Significant Impact, Mitigated	Less Than Significant Impact	No Impact
<p>major arterials including Victoria Avenue, Channel Islands Boulevard, Ventura Road, and Oxnard Boulevard.</p> <p>Specific numerical noise criteria are not included in the 2030 General Plan, but are referenced in the General Plan Background Report. As a general measure of compatibility the standards presented in the General Plan Background Report (City of Oxnard 2006: Table 6--5) may be used. For residential and other sensitive uses, the maximum exterior Community Noise Equivalent Level (CNEL) that is considered compatible is 65 a--weighted decibels (dBA). This standard should be used when evaluating noise from normal traffic corridors, railroad operations and airport operations on proposed land uses. Other standards for other uses are provided in the referenced table. Note that General Plan Policy SH--6.7 also calls for the evaluation of peak noise levels along truck routes.</p> <p>Activities associated with construction are exempt from the specific quantitative limitations in the City Noise Ordinance, but are restricted to the hours between 7:00 a.m. and 6:00 p.m. on weekdays, including Saturdays (Section 7--188[D] of the Oxnard Municipal Code). Therefore, construction--related noise be considered "substantial" only in unusual circumstances (e.g., construction is proposed outside normal hours or would occur for an extraordinarily long time). To address construction--related noise issues, review the description of the proposed project, including information on construction activities. Consult a map showing the location of noise sensitive uses within 500 feet of the project site. Noise sensitive uses include residences, transient lodgings, schools, libraries, churches, hospitals, nursing homes, auditoriums, concert halls, amphitheatres, playgrounds, and parks. The quantitative criteria listed above do not apply to temporary construction activity. Construction--related impacts would normally be less than significant if construction activity occurs within the timing restrictions specified in the Noise Ordinance. Nevertheless, if construction would occur within 500 feet of a noise sensitive use, it may be appropriate to consider measures to minimize noise effects.</p> <p>The Federal Transit Administration (FTA) has recommended noise criteria related to traffic--generated noise. These recommendations can be used as guidance to determine whether or not a change in traffic would result in a "substantial" permanent increase in noise. The allowable noise exposure increase is reduced with increasing ambient existing noise exposure, such that higher ambient noise levels have a lower allowable noise exposure increase. Table 5 in the Oxnard CEQA Guidelines shows the significance thresholds for increases in traffic--related noise levels. These standards are applicable to project--related impacts on existing sensitive receptors.</p> <p><i>From the Directors' Hearing Date of December 20, 2018 in the Staff Report – pages 11 and from the Noise Study by Rincon Consultants – April 10, 2018 as summarized below:</i></p> <p>The processing equipment is indoors with minimal noise generation. The proposed outdoor equipment is a cooling tower, water treatment equipment, a hopper, and a scale, that do not generate significant noise. Collection vehicles operating from 6 a.m. to 4 p.m. which are unloading food waste are the main producer of outdoor noise. A Noise Certification by Rincon Consultants, Inc. dated April 10, 2018 concluded that the operational noise levels associated with the proposed equipment would not exceed the City's exterior noise standards for industrial zones at the property line during daytime or nighttime hours. No noise attenuating measures, such as baffling or muffling devices, or installation of sound barriers, are necessary to achieve City standards at the property line.</p> <p><u>Significant Impacts:</u> None</p> <p><u>Conclusion:</u> No impact regarding noise.</p>				

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XVI. TRANSPORTATION & TRAFFIC. <i>Would the project:</i>				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?				X
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?				X
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?				X
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersection) or incompatible uses (e.g., farm equipment)?				X
e) Result in inadequate emergency access?				X
f) Result in inadequate parking capacity				X
g) Conflict with adopted policies supporting alternative transportation (e.g., bus turnouts, bicycle racks)?				X

Discussion:

From the City of Oxnard CEQA Guidelines – May 2017:

Descriptions of the roadway network, transit service, bicycle path network, and other transportation components are provided in the General Plan Background Report (Section 4.2). This material includes a description and map of the various functional classifications for roadways in the City. Existing traffic Levels of Service (LOS) for many roadways are also listed, along with the identification of those roadways considered to be deficient with respect to their LOS. Movement of goods by truck and rail is also addressed in the General Plan Background Report (Section 4.2.3). Passenger rail service (Section 4.2.4) and transit service (Section 4.2.5) are also described (City of Oxnard 2006). Non---motorized transportation (bicycle and pedestrian movement) is also described in the General Plan Background Report (Section 4.2.6) and additional information is provided in the City Bicycle & Pedestrian Facilities Master Plan (City of Oxnard 2011b).

From the Parking Study by Harrison Industries - December 2017

The Project site is located on the north side of Mountain View Avenue, west of the intersection of Rose Avenue and Mountain View Avenue. The property also known as APN 201-0-260-095 was developed in 1959. The development consists of three warehouse structures and asphalt paving. There are no pervious surfaces on the 1.5-acre site. The property is currently vacant without any striped parking spaces. The street frontage is not improved. There are three asphalt driveways with dirt in-between each. Parking for the project would be provided in a surface lot with nine (9) vehicle spaces, one of which will be accessible. Access to the Project site will be the existing east driveway (for ingress) and west driveway (for egress). The middle driveway will be removed.

Based upon the operations of the proposed facility, the parking study identified the parking demand for the food waste processing land use at a nine parking spaces. The parking study indicated that the facility will not be open to the general public and will be staffed by shifts of a maximum of six employees at any one time. The Traffic and Transportation Division found that the parking study was generally acceptable but required a minimum of 14 parking spaces to account for deliveries and overlapping of employee shifts. The Project has designed the site plan to accommodate for 15 parking spaces. Three of the parking spaces will be located at the front of the building where those spaces currently exist and 12 parking spaces will be sited at the rear of the

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property at the location of where Warehouse No. 3 currently is sited, which will be removed.																																				
<p>The Traffic Engineering and Operations section of the Development Services Department has specific requirements for traffic impact studies. Resolution #10418 determined that an increase in peak hour of more than 50 vehicles trips would require a traffic impact study. Project traffic is expected to be 40 collection vehicles and flat bed trucks per day and up to 11 transfer vehicles. Based upon a maximum proposed volume of 300 tons per day of incoming solid waste, a maximum of 51 vehicles per day are expected. The Project will have a total of 51 vehicles per day, where at peak hour up to 5 vehicles trips may occur. A traffic impact study is not required and there is not a significant traffic impact since the count is far below the threshold of 50 vehicles per peak hour;</p>																																				
<table border="1"> <thead> <tr> <th data-bbox="245 590 578 638">vehicle type</th> <th data-bbox="578 590 651 638">VPD</th> <th data-bbox="651 590 716 638">ADT</th> <th data-bbox="716 590 997 638">time period</th> </tr> </thead> <tbody> <tr> <td data-bbox="245 638 578 716"><u>inbound material</u> (sideloader/frontloaders)</td> <td data-bbox="578 638 651 716">30</td> <td data-bbox="651 638 716 716">60</td> <td data-bbox="716 638 997 716">7:00 am – 5:00 pm, mon-fri</td> </tr> <tr> <td data-bbox="245 716 578 793"><u>outbound material</u> (flatbed)</td> <td data-bbox="578 716 651 793">1</td> <td data-bbox="651 716 716 793">2</td> <td data-bbox="716 716 997 793">1:00 pm – 4:00 pm, mon-fri</td> </tr> <tr> <td data-bbox="245 793 578 871"><u>outbound residual</u> (roll-off)</td> <td data-bbox="578 793 651 871">8</td> <td data-bbox="651 793 716 871">16</td> <td data-bbox="716 793 997 871">5:00 am – 3:00 pm, mon-fri</td> </tr> <tr> <td data-bbox="245 871 578 928"><u>employee shift #1</u></td> <td data-bbox="578 871 651 928">6</td> <td data-bbox="651 871 716 928">12</td> <td data-bbox="716 871 997 928">5:00 am – 1:00 pm, mon-fri</td> </tr> <tr> <td data-bbox="245 928 578 984"><u>employee shift #2</u></td> <td data-bbox="578 928 651 984">4</td> <td data-bbox="651 928 716 984">8</td> <td data-bbox="716 928 997 984">1:00 pm – 9:00 pm, mon-fri</td> </tr> <tr> <td data-bbox="245 984 578 1041"><u>employee shift #3</u></td> <td data-bbox="578 984 651 1041">2</td> <td data-bbox="651 984 716 1041">4</td> <td data-bbox="716 984 997 1041">9:00 pm – 5:00 am, mon-fri</td> </tr> <tr> <td data-bbox="245 1041 578 1079"><u>total</u></td> <td data-bbox="578 1041 651 1079"><u>51</u></td> <td data-bbox="651 1041 716 1079"><u>102</u></td> <td data-bbox="716 1041 997 1079"></td> </tr> </tbody> </table>					vehicle type	VPD	ADT	time period	<u>inbound material</u> (sideloader/frontloaders)	30	60	7:00 am – 5:00 pm, mon-fri	<u>outbound material</u> (flatbed)	1	2	1:00 pm – 4:00 pm, mon-fri	<u>outbound residual</u> (roll-off)	8	16	5:00 am – 3:00 pm, mon-fri	<u>employee shift #1</u>	6	12	5:00 am – 1:00 pm, mon-fri	<u>employee shift #2</u>	4	8	1:00 pm – 9:00 pm, mon-fri	<u>employee shift #3</u>	2	4	9:00 pm – 5:00 am, mon-fri	<u>total</u>	<u>51</u>	<u>102</u>	
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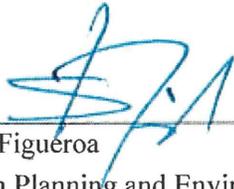
(e) The site can be adequately served by all required utilities and public services.

From Resolution No. 2017-200-09:

The Project proposes to occupy existing buildings that over the years have been used for heavy industrial land uses with approval of a zoning clearance such as: (1) trucking and container storage; (2) storage and wholesale of hazardous material; and (3) fertilizer storage and wholesale. The proposed use is consistent with the heavy industrial land uses previously operating at the project site and permitted uses within the M-2 zone. Furthermore, the Project is currently served by existing utilities inclusive of water, sewer, electricity, and refuse. The Oxnard Police and Fire Departments reviewed the Project during the Development Advisory Committee process and changes to the site plane have been made to address comments made by both Departments. In accordance

with the Stormwater Quality Conditions of this Resolution, the Project's design will comply with stormwater control measures as required by the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit. As such, this project meets this finding.

June 21, 2019
(Date)



Isidro Figueroa
Interim Planning and Environmental Services
Manager