

**DRAFT ENVIRONMENTAL IMPACT REPORT
VOLUME I**

**PORT OF HUENEME –
TEMPORARY OUTDOOR VEHICLE STORAGE
FACILITY PROJECT**

SCH NO. 2020069039



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VOLUME II

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Appendix K	Public Services and Utilities Correspondence



**Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report**

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1.0 EXECUTIVE SUMMARY

1.1 PROJECT LOCATION

Southeast Corner of Hueneme Road and Perkins Road

Assessor's Parcel Numbers (APN) 231-0-092-105 and 231-0-092-245. APN 231-0-092-105 encompasses approximately 29.66 acres and APN 231-0-092-245 accompanies 4.04 acres.

1.2 PROJECT OBJECTIVES

The Applicant has identified the following objectives for the Project:

1. Facilitate commercial success for Port client to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 jobs in the future.
2. Reduce and consolidate, where feasible, Port vehicle customer reliance on Off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicle to those locations. The consolidation of vehicle storage closer to the Port would enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement.
3. Provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

1.3 PROJECT SUMMARY

The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility (vehicle storage facility or facility) for a maximum of five years on the approximately 34-acre project site. As shown on *Exhibit 3-7, Site Plan*, the facility would include the following:

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6-feet-high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (e.g., curb cuts, apron)

The temporary outdoor vehicle storage facility includes approximately 27.5 acres to accommodate parking for up to 4,944 vehicle spaces, which equates to a ratio of 180 spaces per acre.

The temporary outdoor storage facility is necessary as the auto shipping logistics market is highly competitive and subject to larger global economic trends. The Port of Hueneme and its customers are subject to those trends as auto industry sales rise and fall with the economy. The auto industry is predicting national car sales reductions of two to three percent annually in the next several years. The Port anticipates reductions in car throughputs as a result of this economic trend and this project would help to create storage space for up to 30,000 cars annually, which would offset an anticipated throughput reduction of approximately the same number of vehicles.

The Port is seeking to facilitate the success of one of its customers, GLOVIS, so that GLOVIS' operations remain at Port Hueneme. GLOVIS does not own land near the Port and instead leases land from the United States Navy at NVBC Port Hueneme. As such, GLOVIS does not have significant land holdings tying it to the Port region. Thus, the Oxnard Harbor District is acting as project sponsor to assist GLOVIS in consolidating its current Off-Port vehicle storage operations with this project to make its operations more efficient. This in turn would keep GLOVIS in the region as a Port Customer and the continued employment of 167 local employees (87 of which live in Oxnard). Additionally, jobs for 14 new employees would be created as a direct result of this project.

New cars that would be stored at the vehicle storage facility would not require additional ships to arrive at the Port as the current fleets of scheduled vessels have enough capacity to add more cars without any need for additional vessel calls. Any increased volume of new vehicles is anticipated to be offset by the softening of the market for other auto customer vehicles moving through the Port.

SITE ACCESS

Access to the vehicle storage facility would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

In addition, one emergency access driveway at the terminus of Saviers Road at Hueneme Road would be provided. This emergency access driveway would also include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

GRADING AND CONSTRUCTION

Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. In addition, the installation of site drainage infrastructure, including the stormwater detention basis, could require grading of small areas to a depth up to 24 inches (two feet). Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import (approximately 450 dump truck trips) could be required for the leveling of the parking area for the cars and the stormwater detention area. The gravel would be removed upon expiration of the Special Use Permit.

The grading and construction activities are anticipated to take approximately 180 to 200 days. Grading and construction would comply with the City's requirements that no construction occur at night, on Sundays, or on federal holidays, and would take place during the daytime hours of 7:00 a.m. to 6:00 p.m.

GUARD HOUSE AND RESTROOM

A 240-square-foot temporary guard house/office trailer would be installed to provide 24-hour security services for the temporary outdoor vehicle storage facility. In addition, one portable restroom would be installed and available only for on-site personnel, and would be serviced as needed by a waste services provider. The guard house and portable restroom would be removed upon expiration of the Special Use Permit.

LIGHTING

Nineteen solar powered, mobile, low-intensity LED tower light fixtures would be placed along the perimeter of the property. The light fixtures are approximately 20 feet in height and would provide security lighting for the project site that is inward facing, downcast, and shielded. The placement of the lights is intended to minimize lighting impacts to the natural habitat south of the project site and would meet the City's security and Code standards for site lighting. These mobile light fixtures would be removed upon expiration of the Special Use Permit.

SITE DRAINAGE

Engineered drainage improvements would be installed on-site along a portion of the southern boundary. There are two options for the drainage improvement: 1) an open concrete drain approximately 3 feet wide and 18 inches deep or 2) a trapezoidal grass-lined swale approximately 2 feet deep at the center and tapering up to the edges with a width of about 8 feet.

Depending on the amount of soil compaction needed to ensure a level operational surface post grading and construction, the volume of water draining to the south along the surface may vary. If sufficient infiltration of precipitation can be maintained post-compaction, the grass-lined swale would be the preferred means of conveying stormwater on the project site as it would minimize structural changes to the ground. If the grass-lined swale were utilized, water would be able to infiltrate into the ground as it runs along the swale.

With either the grass-lined swale or open concrete drain, the drainage improvement would direct any surface water flow it intercepts toward the stormwater detention area in the southeastern corner of the site. The drainage improvement would remain upon expiration of the Special Use Permit.

LANDSCAPING AND FENCING

The property perimeter would be screened with a 6-foot-high chain-link fence and native landscaping.

Hueneme Road

Landscaping would be planted within the property boundary along Hueneme Road. Planting would be located within an existing 30-foot street setback. The first 20 feet of landscaping would be comprised of native plants as groundcover and the remaining 10 feet would be a native landscape buffer comprised of larger plants abutting a 6-foot-high chain-link fence. This fencing would be located approximately 35 feet from the road edge.

Perkins Road

A 25-foot-wide utility easement runs along the property's eastern side along Perkins Road. A 10-foot-wide buffer of native landscaping would be planted along eastern edge of this easement. This landscaping would begin 15 feet east of the property line. In addition, a 6-foot-high chain-link fence would be installed at the eastern edge of the landscaping.

Eastern Property Boundary

Inside of the property line a 10-foot-wide native landscaping buffer would be planted and a 6-foot-high chain-link fence would be installed along the eastern property boundary.

Southern Property Boundary

Native landscaping would be planted behind the 6-foot-high chain-link fencing, which would be installed along the property line. Plants would be selected to grow on the fence along this side of the property.

HOURS OF OPERATION

Vehicles would be driven to and from the facility Monday through Saturday, between the hours of 7:30 a.m. and 3:30 p.m. Nighttime operations would not occur. The vehicle storage facility would be staffed 24 hours a day, 7 days a week for security purposes.

FACILITY STAFFING AND PARKING

The vehicle storage facility would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the vehicle storage facility between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times. A maximum of three parking spaces would be dedicated solely for employee parking. The vehicle drivers would not park their personal vehicles at the vehicle storage facility; they would arrive via shuttle when vehicles need removing or via cars been driven to the site for storage.

PROJECT OPERATIONS

Overview

The vehicle storage facility would serve as an off-site storage lot for vehicles that could not be stored at GLOVIS' current facility at NBVC Port Hueneme due to a lack of space while still allowing GLOVIS to accommodate its customers, including Hyundai, Kia, GM, and Honda, as well as electric vehicles.

The vehicles would remain at the facility for several weeks to several months, depending on market conditions. When it is necessary for GLOVIS to process the vehicles, drivers would use a van to drive from the GLOVIS facility to the vehicle storage facility, then drive each vehicle back to NBVC Port Hueneme to be processed and then transported by either truck or rail to their customers in the United States. The vehicles would utilize the same travel route back to the GLOVIS' facility at NBVC Port Hueneme from the vehicle storage facility.

Operations

The vehicle storage facility would function under the operating scenario described below. A maximum of 240 vehicles would be transported to or from the Port of Hueneme to the vehicle storage facility per day. Most days the vehicle storage facility would see small numbers of vehicle moves. However, many days the facility would see no vehicle movements at all. All vehicles stored at this vehicle storage facility would be light duty vehicles; no trucks or diesel-powered vehicles be stored at this facility. The rate of vehicles entering or leaving the facility would not exceed 30 cars per hour for eight hours daily, or 240 vehicle trips (one way) per day. The vehicles would be individually driven to or from the vehicle storage facility and would not require the use of transport trucks.

It is planned that the movement of vehicles to and from the vehicle storage facility would follow that of similar storage areas that currently support Port Customer automobile operations where groups of ten vehicles are moved at a time by a crew of ten drivers who are transported to the cars via a shuttle van. The ten vehicle drivers and the shuttle van driver would report to the Port of Hueneme and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the vehicles to the facility.

VEHICLE MOVEMENT

As noted above, vehicles would be individually driven to the vehicle storage facility in groups of ten at a time. No vehicle carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the vehicle storage facility would include only passenger cars and shuttle vans; no semi-trucks or other heavy transports would be used.

The typical vehicle movement operation for this facility would involve two different actions: 1) vehicles arriving at the facility and 2) vehicles leaving the facility.

Vehicles Arriving at the Facility

Vehicles to be stored at the vehicle storage facility would be driven from the vehicle processing area on the Naval Base Ventura County (NBVC) Port Hueneme property, out through the NBVC's Pleasant Valley gate and would head south on Ventura Road and then turn east on Hueneme Road. These vehicles would be driven east on Hueneme Road to Perkins Road where they would turn south onto Perkins Road and east into the vehicle storage facility via the access driveways on Perkins Road.

Vehicles Leaving the Facility

Vehicles stored at the vehicle storage facility would be started in groups of up to ten at a time and would be driven out of the facility and turn north onto Perkins Road. The cars would then turn west onto Hueneme Road and drive west toward the Port, where they would turn north onto Ventura Road to enter NBVC Port Hueneme at the Pleasant Valley gate and drive through to the NBVC Port Hueneme vehicle processing area. When cars leave the vehicle storage facility, they would return to NBVC Port Hueneme for processing from where they enter the existing commerce stream of delivery to auto dealers in eight western states via locomotives and car-carrier trucks. This distribution method is the same as that currently used for all automobiles that are imported through the Port and because this vehicle storage facility would not result in an increase in the throughput of vehicles and would only keep up with existing capacities there would be no change in the impacts associated with delivering these cars to market.

The vehicles would be stored at the vehicle storage facility and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the facility. The entire process of driving from the Port to the vehicle storage facility and returning to the Port takes approximately 20 minutes.

PROJECT DURATION

The Applicant is requesting approval of the Special Use Permit for a maximum of five years. The permit would be subject to a condition of approval to require the removal of the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface. The 6-foot-high chain-link fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

1.4 SUMMARY OF PROJECT ALTERNATIVES

ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD

In determining an appropriate range of alternatives to be evaluated in the EIR, two possible alternatives were considered but not carried forward for additional analysis, since they could not accomplish most of the basic objectives of the project or were considered infeasible.

Reduced Project Alternative

Under the Reduced Project Alternative, the site acreage would be reduced and would not utilize more than 50 percent of the approximately 34-acre site. The reduction in total acres would also reduce the acreage for temporary outdoor vehicle storage capacity from approximately 27.5 acres under the proposed project to approximately 14 acres. This would reduce the vehicle storage capacity from 4,944 to 2,472 vehicle spaces.

This Alternative does not fulfill a key project objective to reduce and consolidate Port vehicle customer reliance on Off-Port storage locations, nor would this Alternative eliminate the need for car carrier truck movement to distribute vehicles to those Off-Port storage locations.

In addition, fewer new jobs would be created under this Alternative, thus not fulfilling a second key project objective regarding employment in the region. Thus, the Reduced Project Alternative was rejected from further consideration in the EIR.

Electric Car Carrier Trucks Alternative

An electric truck is an electric vehicle powered by batteries designed to deliver cargo. The recent development of lithium batteries has broadened the applicability of electric trucks due to the increased range of several hundred miles. Battery powered electric vehicles have no exhaust emissions, but emissions are created from the production and distribution of the energy used to charge them.

At this time, the Port Customer is not using electric vehicles to transport vehicles to existing Off-Port storage locations, nor would car carrier trucks be used for the proposed project. While the use of electric trucks would reduce greenhouse gas emissions, the financial implications to the Port Customer to rent or purchase such equipment is unknown at this time, and as such, this Alternative is infeasible.

Also, this Alternative does not fulfill a key project objective to reduce and consolidate Port Customer reliance on Off-Port storage locations and thus, reduce the need for car carrier truck (diesel or electric) movement to distribute vehicles to those locations. Thus, the Electric Car Carrier Trucks Alternative was rejected from further consideration in the EIR.

ALTERNATIVES TO BE ANALYZED

This analysis focuses on feasible alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. The alternatives to the proposed project under consideration within this Environmental Impact Report (EIR) consist of:

- Alternative One: No Project
- Alternative Two: Two Existing Off-Port Vehicle Storage Locations
- Alternative Three: Existing Zoning

Alternative One: No Project

CEQA requires that a “No Project” alternative be considered. The No Project alternative generally is considered to be equivalent to a “no build” or “no development” alternative. The purpose of a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

The site is zoned for light manufacturing. Under the No Project Alternative, the site would remain in its current condition as vacant and undeveloped land, and no development would occur. Thus, there would be no grading, construction, or operational activities associated with this Alternative, nor would there be any environmental impacts to the 22 environmental analysis sections analyzed in this EIR.

Adoption of Alternative One would not necessarily preclude ultimate development of the project site in accordance with the existing General Plan and zoning regulations for the site, or land use designations or regulations subsequently adopted by the City. However, if development is proposed in the future, such development would be subject to environmental review, as applicable.

Alternative Two: Two Existing Off-Port Vehicle Storage Locations

Alternative Two assumes the existing vehicle storage operations of Glovis (Customer) at the Port of Hueneme and Off-Port locations for vehicle storage within the local area, including within Oxnard, Ventura, Camarillo, and Ventura County would continue.

As such, imported vehicles would be transported by Customer car carrier trucks from the Port to two Off-Port storage locations:

- 1) Camarillo Airport (555 Airport Way, Camarillo)
- 2) Tuff Shed (3355 Ventura Road, Ventura)

The locations are approximately 10.6 miles and 9 miles, respectively, from the Port.

Alternative Three: Existing Zoning

Alternative Three assumes the approximately 34-acre project site would be developed with a light manufacturing use consistent with the M-1-PD zone (Light Manufacturing Zone with Planned Development Additive) and in accordance with applicable use and development standards required per *Oxnard City Code* Chapter 16, Zoning.

The M-1-PD zone permits the following: maximum building height of 55 feet and a maximum floor area ratio (FAR) of 70 percent. For this Alternative, the maximum development assumes a 40 percent FAR and 587,189 square feet.

Environmentally Superior Alternative

CEQA Guidelines Section 15126.6 requires that an EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated.

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

Alternative One is considered to be the “environmentally superior” alternative, because none of the environmental effects associated with the proposed project would occur. However, none of the three project objectives would be attained. Therefore, in consideration of the above factors, Alternative Two: Two Existing Off-Port Vehicle Storage Locations is identified as the Environmentally Superior Alternative.

In comparison to the proposed project, the Two Existing Off-Port Vehicle Storage Locations Alternative results in:

- Fewer impacts relative to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, wildfire and fire protection, police protection, water, and solid waste.
- Similar impacts relative to agriculture and forestry resources, hazards and hazardous materials, population and housing, parks and recreation, schools, and wastewater.
- Greater impacts relative to air quality, energy, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, noise, and transportation.

Table 1-1, Comparison of Alternative Impacts, provides an overview of the alternatives analyzed and a comparison of each alternative’s impact in relation to the proposed project.

**TABLE 1-1
COMPARISON OF ALTERNATIVE IMPACTS**

Impact Area	Alternative One: No Project/No Build	Alternative Two: Two Existing Off-Port Vehicle Storage Locations	Alternative Three: Existing Zoning
Aesthetics	No Impact	◆	◻
Agriculture and Forestry Resources	No Impact	○	○
Air Quality	No Impact	◻	◻
Biological Resources	No Impact	◆	○
Cultural and Tribal Cultural Resources	No Impact	◆	○
Energy	No Impact	◻	◻
Geology and Soils	No Impact	◆	○
Greenhouse Gas Emissions	No Impact	◻	◻
Hazards and Hazardous Materials	No Impact	○	◻
Hydrology and Water Quality	No Impact	◻	◻
Land Use	No Impact	◻	◻
Mineral Resources	No Impact	◻	○
Noise	No Impact	◻	◻
Population and Housing	No Impact	○	◻
Parks and Recreation	No Impact	○	◻
Wildfire and Fire Protection	No Impact	◆	◻
Police Protection	No Impact	◆	◻
Schools	No Impact	○	○
Transportation	No Impact	◻	◻
Water	No Impact	◆	◻
Wastewater	No Impact	○	◻
Solid Waste	No Impact	◆	◻
Meets Project Objectives	No, Objectives 1-3	Yes, Objectives 1 & 3 No, Objective 2	No, Objectives 1-3
<p>○ Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).</p> <p>◻ Indicates an impact that is greater than the proposed project (environmentally inferior).</p> <p>◆ Indicates an impact that is less than the proposed project (environmentally superior).</p>			

1.5 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
AESTHETICS			
Implementation of the proposed project could have an adverse effect on a scenic vista or important view corridor (Threshold AES-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Implementation of the proposed project could substantially damage scenic resources within a state scenic highway or scenic route identified by the County of Ventura or City of Oxnard (Threshold AES-2).	No Impact.	No mitigation measures are required.	No Impact.
Implementation of the proposed project could substantially degrade the visual character/quality of the site and its surroundings (Threshold AES-3).	Potentially Significant Impact.	<p>Standard Conditions:</p> <p>SC AES-1. Prior to the issuance of building permits, the Applicant shall submit two copies of landscape and irrigation plans, along with appropriate permit application and fees, to the Development Services Division and obtain approval of such plans.</p> <p>SC AES-2. Prior to the issuance of a certificate of occupancy, the Applicant shall install landscape and automatic irrigation systems.</p> <p>SC AES-3. Prior to the issuance of a certificate of occupancy, the Applicant shall provide a watering schedule to the site manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods.</p> <p>SC AES-4. The Applicant shall install an irrigation system that includes a water sensor shut-off device as a water conservation measure.</p> <p>SC AES-5. All trees planted or placed on the property by the Applicant shall be a minimum of 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by the Special Use Permit.</p> <p>SC AES-6. The Applicant shall properly maintain landscape planting and all irrigation systems as</p>	Less Than Significant Impact With Mitigation Incorporated.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>required by the City Code and as specified by Special Use Permit for the life of the project. Failure of the Applicant to do so may result in the revocation of this permit and initiation of legal proceedings against Applicant to ensure compliance.</p> <p>SC AES-7. The Applicant agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. The Applicant further agrees that the landscaping improvements must be maintained for the life of the permit in order to continue to mitigate such impacts.</p> <p>Mitigation Measures:</p> <p>MM AES-1. The Applicant shall install chain-link fencing with top and bottom rails to provide support for plants.</p> <p>MM AES-2. In locations where chain-link gates are proposed and plants cannot grow, the Applicant shall install either privacy slats on the chain-link gates or solid gates to block views onto the site.</p> <p>MM AES-3. Prior to vegetation maturation that effectively buffers views onto the project site, the Applicant shall install screening fabric on the chain-link fencing or other alternative temporary measures approved by the City to fill gaps in the vegetation.</p> <p>MM AES-4. The Applicant shall provide visual screening of the existing water utility structure/chain-link fence enclosure on the southeast corner of Hueneme Road and Perkins Road complementary to the screening established with the project.</p>	
Implementation of the proposed project could add to or compound an existing negative visual character associated with the project site (Threshold AES-4).	No Impact.	No mitigation measures are required.	No Impact.
Implementation of the proposed project could create a source of substantial light or glare, which	Less Than Significant Impact for Lighting. No Impact for Glare.	Standard Conditions:	Less Than Significant Impact for Lighting. No Impact for Glare.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
<p>could affect daytime and/or nighttime views in the area (Threshold AES-5).</p>		<p>SC AES-8. The project must comply with the Outdoor Lighting Code & Guideline:</p> <ul style="list-style-type: none"> a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California's Energy Efficiency Standards for Residential and Nonresidential Buildings. b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of: <ul style="list-style-type: none"> i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up. ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to on 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up. c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected. <p>SC-AES-9. Lighting instruments shall be metal halide, LED, or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).</p>	

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		SC AES-10. Lighting instruments shall be installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians. Mitigation Measures: No mitigation measures are required.	
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable aesthetics impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
AGRICULTURE AND FORESTRY RESOURCES			
The proposed project could convert prime farmland, unique farmland, or farmland of statewide importance to non-agricultural use, conflict with existing zoning for an agriculture use or a Williamson Act contract, or involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use. (Threshold AF-1, Threshold AF-2, Threshold AF-3).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could conflict with existing zoning for forest land, cause the rezoning of forest land or timberland, or result in the loss or conversion of forest land to non-forest uses (Threshold AF-4, Threshold AF-5).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to agriculture or forestry resources.	No Impact.	No mitigation measures are required.	No Impact.
AIR QUALITY			
The proposed project could conflict or obstruct implementation of the Ventura County Air Quality Management Plan (Threshold AQ-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could violate federal or state air quality standards or result in a cumulatively considerable net increase of any criteria pollutant	Less Than Significant Impact for Construction. Less Than Significant Impact for Operations.	No mitigation measures are required.	Less Than Significant Impact for Construction. Less Than Significant Impact for Operations.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
in excess of threshold recommended by the Ventura County Air Pollution Control District. (Threshold AQ-2, Threshold AQ-3).			
The proposed project could expose sensitive receptors to substantial pollutant concentrations exceeding state or federal standards or in excess of health risk criteria for toxic air contaminants (Threshold AQ-4).	Less Than Significant Impact for Carbon Monoxide Hotspot. Less Than Significant Impact for Fugitive Dust Emissions. Less Than Significant Impact for Toxic Air Contaminants.	No mitigation measures are required.	Less Than Significant Impact for Carbon Monoxide Hotspot. Less Than Significant Impact for Fugitive Dust Emissions. Less Than Significant Impact for Toxic Air Contaminants.
The proposed project could create objectionable odors affecting a substantial number of people (Threshold AQ-5).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable air quality impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
BIOLOGICAL RESOURCES			
The proposed project could have a substantial adverse effect on sensitive or special status biological resources, or riparian habitats, or natural communities (Threshold BIO-1, Threshold BIO-2).	Potentially Significant Impact to suitable habitat for the Burrowing owl (<i>Athene cunicularia</i>) and the California horned lark (<i>Eremophila alpestris actia</i>). Potentially Significant Impact to ground-nesting bird species: western meadow lark (<i>Sturnella neglecta</i>), Burrowing owl (<i>Athene cunicularia</i>), and the California horned lark (<i>Eremophila alpestris actia</i>). No impact for sensitive plant species or plant communities.	Mitigation Measures: MM BIO-1. To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFGF), activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if practicable. If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven (7) days prior to initiation of ground disturbance and vegetation removal activities. The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 50-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a	Less Than Significant Impact With Mitigation Incorporated to suitable habitat for the Burrowing owl (<i>Athene cunicularia</i>) and the California horned lark (<i>Eremophila alpestris actia</i>). Less Than Significant Impact With Mitigation Incorporated to ground-nesting bird species: western meadow lark (<i>Sturnella neglecta</i>), Burrowing owl (<i>Athene cunicularia</i>), and the California horned lark (<i>Eremophila alpestris actia</i>). No impact for sensitive plant species or plant communities.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>biologist familiar with the identification of avian species known to occur in southern California.</p> <p>If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.</p>	
The proposed project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (Threshold BIO-3).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could interfere with wildlife species movement (Threshold BIO-4).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could conflict with local policies or ordinances protecting biological resources or a habitat conservation plan (Threshold BIO-5, Threshold BIO-6).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable biological resources impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
CULTURAL AND TRIBAL CULTURAL RESOURCES			
The proposed project could result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 (Threshold CTC-1).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could result in a substantial adverse change in the significance of a unique	Potentially Significant Impact.	Mitigation Measures:	Less Than Significant Impact With Mitigation Incorporated.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
archaeological resource pursuant to State CEQA Guidelines Section 15064.5 (Threshold CTC-2).		<p>MM CUL-1. The Applicant and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation. If any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.</p> <p>MM CUL-2. The Applicant and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Applicant shall notify the City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to Building Division approval of final Certificate(s) of Occupancy.</p>	
Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Threshold CTC-3).	No Impact.	No mitigation measures are required.	No Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
The proposed project could disturb human remains, including those interred outside of formal cemeteries (Threshold CTC-4).	Potentially Significant Impact.	Refer to Mitigation Measure MM CUL-2. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
The proposed project could result in substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074, listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(K) (Threshold CTC-5).	Potentially Significant Impact.	Refer to Mitigation Measure MM CUL-2. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
The proposed project could result in substantial adverse change in the significance of a Tribal Cultural Resource, defined in public resources code section 21074 and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in Subdivision (C) of Public Resources Code Section 5024.1 (Threshold CTC-6).	Potentially Significant Impact.	Refer to Mitigation Measure MM CUL-2. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable Cultural or Tribal Cultural Resources impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
ENERGY			
The proposed project could result in wasteful, inefficient, or unnecessary consumption of energy during all project phases (Threshold EN-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could require additional energy facilities resulting in effects on the environment or preempt future energy development or conservation (Threshold EN-2, Threshold EN-4).	Less Than Significant Impact for Energy Facilities. No Impact for Preempt Future Development or Conservation.	No mitigation measures are required.	Less Than Significant Impact for Energy Facilities. No Impact for Preempt Future Development or Conservation.
The proposed project could be inconsistent with energy standards or conflict with or obstruct an energy efficiency or renewable energy plan (Threshold EN-3, Threshold EN-5).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
development could result in cumulatively considerable energy impacts.			
GEOLOGY AND SOILS			
Implementation of the proposed project could result in substantial adverse impacts involving on-site rupture of known earthquake fault (Threshold GEO-1a).	No Impact.	No mitigation measures are required.	No Impact.
Implementation of the proposed project could result in the risk of loss, injury, or death due to strong seismic ground shaking (Threshold GEO-1b).	Potentially Significant Impact.	Mitigation Measures: MM GEO-1. Prior to issuance of grading permits, the Applicant or designee shall prepare and submit a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer for review and approval by the City of Oxnard Building and Engineering Division. The recommendations in the report shall be implemented during site grading and construction.	Less Than Significant Impact With Mitigation Incorporated.
Implementation of the proposed project could 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard code requirements (Threshold GEO-2).	Potentially Significant Impact for Liquefaction and Unstable Soils. No Impact for Landslides.	Refer to Mitigation Measure MM GEO-1. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated for Liquefaction and Unstable Soils. No Impact for Landslides.
Implementation of the proposed project could be located on expansive soils creating substantial risks to life or property (Threshold GEO-3).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could expose people or structures to inundation by seiche or tsunami (Threshold GEO-4).	No Impact for Seiches. Less Than Significant Impact for Tsunamis.	No mitigation measures are required.	No Impact for Seiches. Less Than Significant Impact for Tsunamis.
The proposed project could rely on dredging or other maintenance activities (Threshold GEO-5).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to geologic soils and seismic hazards.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
GREENHOUSE GAS EMISSIONS			
The proposed project could generate greenhouse gas emissions, either directly or indirectly, that	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
could have a significant impact on the environment (Threshold GHG-1).			
The proposed project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Threshold GHG-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could contribute or be subject to potential secondary effects of climate change (Threshold GHG-3).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable greenhouse gas emissions impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
HAZARDS AND HAZARDOUS MATERIALS			
The proposed project could result in an increased risk of upset associated with the routine use, generation, transport, or disposal of hazardous materials (Threshold HAZ-1).	Less Than Significant Impact.	<p>Standard Conditions: SC HAZ-1. Prior to issuance of the grading permit, the Applicant shall submit a Safety Plan to the City of Oxnard Fire and Planning Departments. The Safety Plan shall address best management practices to address how vehicles are inspected for leakage and how liquids and vehicle fluids are inspected to ensure release does not occur. The Safety Plan is subject to review and approval by the City of Oxnard Fire and Planning Departments.</p> <p>Mitigation Measures: No mitigation measures are required.</p>	Less Than Significant Impact.
Accidental release of hazardous materials as result of implementation of the proposed project could result in a hazard to the public or the environment (Threshold HAZ-2).	Less Than Significant Impact.	<p>Standard Conditions: Refer to SC HAZ-1.</p> <p>Mitigation Measures: No mitigation measures are required.</p>	Less Than Significant Impact.
The proposed project could emit hazardous emissions or handle hazardous materials near school facilities (Threshold HAZ-3).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could be located on a listed hazardous material site per Government Code	No Impact.	No mitigation measures are required.	No Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Section 65962.5 and create a significant hazard to the public or the environment (Threshold HAZ-4).			
The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Threshold HAZ-5).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable hazard and hazardous materials impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
HYDROLOGY AND WATER QUALITY			
The proposed project could cause a violation of any adopted water quality standards or waste discharge requirements (Threshold HYD-1).	Less Than Significant Impact.	<p>Standard Conditions:</p> <p>SC HYD-1. The Applicant shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system ("MS4") permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. The Applicant shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures ("2011 TGM").</p> <p>SC HYD-2. The Applicant's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not</p>	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
		<p>necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations.</p> <p>SC HYD-3. Using forms provided by the Development Services Division, the Applicant shall submit a stormwater quality control measures maintenance and operations plan ("the Plan") for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, the Applicant shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and the Applicant provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City.</p> <p>SC HYD-4 The Applicant shall install 'Full Capture System Devices' ("Devices") certified by the State Water Resources Control Board Executive Director 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 shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures ("TGM").</p> <p>Mitigation Measures: No mitigation measures are required.</p>	
The proposed project could substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
be a net deficit in aquifer volume or a lowering of the local groundwater table level (Threshold HYD-2).			
The proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems (Threshold HYD-3).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could place new structures 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 (Threshold HYD-4).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could impede or redirect flood flows such that it would increase on- or off-site flood potential (Threshold HYD-5).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could 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 (Threshold HYD-6).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow (Threshold HYD-7).	No Impact for Seiches. Less Than Significant Impact for Tsunamis and Mudflow.	No mitigation measures are required.	No Impact for Seiches. Less Than Significant Impact for Tsunamis and Mudflow.
The proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Threshold HYD-8).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to increased run-off amounts and degraded water quality.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
LAND USE AND PLANNING			
The proposed project could conflict with the City of Oxnard General Plan (Threshold LU-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could conflict with the Oxnard Zoning Code (Threshold LU-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
The proposed project could conflict with the Naval Base Ventura County Military Influence Areas (Threshold LU-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could physically divide an established community (Threshold LU-3).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable land use and planning impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
MINERAL RESOURCES			
The proposed project could result in the loss of availability of a known mineral resource (Threshold MR-1, Threshold MR-2).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to mineral resources.	No Impact.	No mitigation measures are required.	No Impact.
NOISE			
The proposed project could exceed the established or applicable standards in the local general plan or noise ordinance or other agencies resulting in a temporary, periodic, or permanent increase in ambient noise levels (Threshold NOI-1, Threshold NOI-3, Threshold NOI-4).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Implementation of the proposed project could generate excessive groundborne vibration or groundborne noise levels (Threshold NOI-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could expose people residing or working within the airport land use plan for Oxnard Airport or within two miles of Naval Base Ventura County Point Mugu to excessive noise levels (Threshold NOI-5).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could expose non-human species to excessive levels (Threshold NOI-6).	Potentially Significant Impact.	Mitigation Measures: Refer to Mitigation Measure MM BIO-1. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated.
Development associated with implementation of the proposed project and other cumulative	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
development could result in cumulatively considerable noise impacts.			
POPULATION AND HOUSING			
The proposed project could induce substantial unplanned population growth either directly or indirectly (Threshold PH-1, Threshold PH-2).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could result in a net loss of housing units (Threshold PH-3, Threshold PH-4).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to population and housing.	No Impact.	No mitigation measures are required.	No Impact.
PARKS AND RECREATION			
The proposed project could increase the use of existing parks or recreational facilities resulting in, or accelerating, substantial physical deterioration of the facility; the proposed project could also include recreational facilities, or expand or require construction of recreational facilities, which might adversely affect the environment (Threshold PR-1).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to parks and recreation.	No Impact.	No mitigation measures are required.	No Impact.
WILDFIRE AND FIRE PROTECTION			
The proposed project could increase the demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects (Threshold WFP-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could substantially impair an adopted emergency response plan or emergency evacuation plan (Threshold WFP-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could intensify wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to pollutant	No Impact.	No mitigation measures are required.	No Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
concentrations from a wildfire or the uncontrolled spread of a wildfire (Threshold WFP-3).			
The proposed project could require the installation or maintenance of infrastructure (roads, fuel breaks, emergency water sources, power lines or other utilities) that may worsen fire risk or may result in temporary or long-term environmental impacts (Threshold WFP-4).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (Threshold WFP-5).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to fire protection services or wildfire risks.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
POLICE PROTECTION			
The proposed project could increase the demand for police protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects (Threshold PP-1).	Potentially Significant Impact for Construction. Less Than Significant Impact for Operations.	<p>Mitigation Measures:</p> <p>MM PP-1. Prior to construction, the Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:</p> <ul style="list-style-type: none"> • At least one unobstructed lane shall be maintained in both directions on the following surrounding roadways: Hueneme Road and Perkins Road. • At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions. • If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes. 	Less Than Significant Impact With Mitigation Incorporated for Construction. Less Than Significant Impact for Operations.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to police protection services.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
SCHOOLS			
The proposed project could result in an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities, or directly or indirectly interfere with the operation of an existing or planned school (Threshold SCH-1, Threshold SCH-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to education facilities.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
TRANSPORTATION			
The proposed project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system based on adopted City Of Oxnard Level Of Service standards (Threshold T-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) For designated roads or highways (Threshold T-2).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (Threshold T-3).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could substantially increase hazards due to a design feature or incompatible uses (Threshold T-4).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could result in inadequate emergency access (Threshold T-5).	Potentially Significant Impact for Construction. Less Than Significant Impact for Operations.	Mitigation Measures: Refer to Mitigation Measure MM PP-1. No additional mitigation measures are required.	Less Than Significant Impact With Mitigation Incorporated for Construction. Less Than Significant Impact for Operations.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
The proposed project could conflict with adopted policies, plans, or programs supporting alternative transportation (Threshold T-6).	No Impact.	No mitigation measures are required.	No Impact.
The proposed project could conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (B) (Threshold T-7).	No Impact.	No mitigation measures are required.	No Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable transportation impacts.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
WATER			
The proposed project could need new or expanded water supply entitlements that are not anticipated in the current water management plan (Threshold WAT-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to water supply.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
WASTEWATER			
The proposed project could require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments (Threshold WW-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to wastewater services and/or facilities.	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
SOLID WASTE			
The proposed project could generate solid waste that exceeds the permitted capacity of a landfill serving the City (Threshold SW-1).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
The proposed project could conflict with federal, state, or local statutes or regulations related to solid waste (Threshold SW-2).	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.
Development associated with implementation of the proposed project and other cumulative development could result in cumulatively	Less Than Significant Impact.	No mitigation measures are required.	Less Than Significant Impact.

Impact	Level of Significance Before Mitigation	Mitigation Measures	Level of Significance After Mitigation
considerable impacts to solid waste facilities and/or services.			

2.0 INTRODUCTION AND PURPOSE

2.1 PURPOSE

The City of Oxnard is the Lead Agency under the California Environmental Quality Act (CEQA), and is responsible for preparing the Environmental Impact Report (EIR) for the Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project (State Clearinghouse No. 2020069039). This EIR has been prepared in conformance with CEQA (*California Public Resources Code [PRC] Section 21000 et seq.*); *CEQA Guidelines (California Code of Regulations [CCR], Title 14, Section 15000 et seq.)*; and the rules, regulations, and procedures for implementation of CEQA, as adopted by the City of Oxnard. The principal *CEQA Guidelines* sections governing content of this document are Sections 15120 through 15132 (Content of an EIR), and Section 15161 (Project EIR).

CEQA requires the preparation of an objective, full disclosure document to inform agency decision-makers and the public of the direct and indirect environmental effects of the proposed action. The main purposes of an EIR are further clarified in *CEQA Guidelines* Section 15121:

- Provide decision-makers and the public with specific information regarding the environmental effects associated with the proposed project.
- Identify ways to minimize the significant effects of the proposed project.
- Describe reasonable alternatives to the proposed project.

PURPOSE OF THIS EIR

The purpose of this EIR is to review the existing conditions, analyze potential environmental impacts, and identify feasible mitigation measures and alternatives to avoid or lessen potentially significant effects of the proposed Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project (proposed project), located at the southeast corner of Hueneme Road and Perkins Road in the City of Oxnard. The site is currently vacant and undeveloped. For more detailed information regarding the proposed project, refer to [Section 3.0, Project Description](#).

Mitigation measures are provided that may be adopted as conditions of approval to avoid or minimize the significance of impacts resulting from a project. In addition, this EIR is the primary reference document in the formulation and implementation of a mitigation monitoring program for the proposed project.

The City of Oxnard (which has the principal responsibility of processing and approving the proposed project) and other public (i.e., responsible and trustee) agencies that may use this EIR in the decision-making or permit process will consider the information in this EIR, along with other information that may be presented during the CEQA process. Environmental impacts are not always able to be mitigated to a level considered less than significant; in those cases, impacts are considered significant unavoidable impacts. In accordance with *CEQA Guidelines* Section 15093(b), if a public agency approves a project that has significant impacts that are not substantially mitigated (i.e., significant unavoidable impacts), the agency shall state in writing the specific reasons for approving a project, based on the Final EIR and any other information in the public record for a project. This is termed per *CEQA Guidelines* Section 15093, a “statement of overriding considerations.”

This document analyzes the environmental effects of the proposed project to the degree of specificity appropriate to the current proposed actions, as required by *CEQA Guidelines* Section 15146. The analysis considers the activities associated with the proposed project to determine the short-term and long-term effects associated with its implementation. This EIR discusses both the direct and indirect impacts of the proposed project, as well as the cumulative impacts associated with other past, present, and reasonably foreseeable future projects.

2.2 AREAS OF CONTROVERSY

In accordance with *CEQA Guidelines* Section 15123(b)(2), the EIR must identify areas of controversy known to the lead agency, including issues raised by agencies and the public.

A Mitigated Negative Declaration (MND) was previously prepared for this proposed project, which was circulated for a 30-day public review period that originally was to conclude on January 14, 2019, but was extended to January 31, 2019. The City of Oxnard received over 220 comment letters on the MND from agencies, organizations, and interested parties.

In response to the areas of controversy identified in those letters, the City has elected to prepare an EIR for the proposed project.

CEQA AREAS OF CONTROVERSY

The CEQA areas of controversy identified following public review of the MND include:

- **Prepare an Environmental Impact Report**
 - The MND does not provide adequate environmental analysis; an EIR should be prepared for the proposed project
- **Aesthetics**
 - Visual and lighting impacts of proposed project
 - Will proposed project have 24-hour lighting?
 - Coastal Scenic Drive - view corridor impacts
- **Air Quality**
 - Existing air pollution in south Oxnard affects residents and school-aged children with asthma; proposed project would create additional pollution in the area
 - Port of Hueneme operations pollute the air in the area
 - Proposed project would create dust and odors impacts
 - Need to analyze project-related hot soak and cold start emissions from vehicles
 - Need to analyze air pollution generated by additional travel of new vehicles to/from the Port and the project site
 - Analysis should model (CalEEMod model) proposed project as storage yard, not parking lot
 - The proposed travel path for the proposed project is near schools and would create air pollution impacts at the schools
 - Disagreed with CO₂ model outputs cited in MND
 - Proposed project conflicts with State and Ventura County goal to eliminate internal combustion engine cars

- **Biological Resources**
 - The proposed project would affect adjacent natural areas and wildlife corridors
 - The proposed gravel parking lot surface would impact waters of the United States
 - The proposed project would impact endangered species and wetlands
 - Lighting on the project site would impact wildlife
 - Proposed project is incompatible with wetlands protection and restoration
- **Geology/Soils**
 - Damage to site with use of gravel surface
 - Would gravel surface affect future use of the site?
- **Cultural Resources**
 - Proposed project impacts to sacred plants and animals
 - Compliance with AB 52
- **Greenhouse Gases/Climate Change**
 - Prepare greenhouse gas analysis
- **Hydrology/Drainage/Water Quality**
 - Runoff impacts
 - Stormwater capture/catch basins
- **Land Use**
 - New industrialization of area
 - Violates Coastal Act
 - Conflicts with adjacent properties
 - Advanced Water Purification Facility (AWPF) plans would be threatened by the proposed project
 - Piecemeal - proposed project is a gateway to a 250-acre project
- **Noise**
 - Construction impacts
 - Proposed project's hours of operation
- **Traffic**
 - Additional accidents in the area
- **Water**
 - Proposed project water use
- **Cumulative Impacts**
 - Analyze cumulative impacts
- **Suggested Alternatives**
 - Preserve the area for a gateway park
 - Use land for Ormond Beach wetlands restoration
 - Use land for nature center

NON-CEQA COMMENTS

The non-CEQA comments identified following public review of the MND include:

- **Transparency and Accountability**
 - City transparency and accountability about project to community
- **Environmental Justice**
 - The proposed project site is near a low-income, densely populated neighborhood in south Oxnard and will impact the environment and health of residents and school-aged children
- **Public Health**
 - Prepare a Health Risk Assessment
- **Port Operations**
 - MND misrepresents Port operations, which include vessels, operations in the Port, vehicle traffic, and truck traffic

These non-CEQA comments are provided for informational purposes only and not discussed further in this EIR.

ENVIRONMENTAL ISSUE AREAS IDENTIFIED IN COMMENTS ON NOTICE OF PREPARATION

As discussed below in [Section 2.3, Compliance with CEQA](#), a Notice of Preparation (NOP) was distributed for a 30-day public comment period. Comment letters on the NOP identified the following potential environmental issue areas, which are summarized in [Table 2-1, Notice of Preparation Comments Summary](#).

- Aesthetics
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Population and Housing
- Public Services
- Transportation

Based upon the MND comments and the comments received on the Notice of Preparation for this EIR, the City of Oxnard has knowledge of expressed support for and opposition of the proposed project.

2.3 COMPLIANCE WITH CEQA

2.3.1 EIR Scoping Process

In compliance with CEQA and the *CEQA Guidelines*, the City of Oxnard has provided opportunities for various agencies and the public to participate in the environmental review process. During preparation of the EIR, efforts were made to contact various federal, state, regional, and local government agencies and other interested parties to solicit comments on the proposed project. This included the preparation of a Notice of Preparation (NOP) and a Project Information Packet.

2.3.2 Notice of Preparation and Project Information Packet

Pursuant to *CEQA Guidelines* Section 15082, the City of Oxnard circulated a Notice of Preparation (NOP) of a Draft Environmental Impact Report directly to public agencies (including the Office of Planning and Research's State Clearinghouse), special districts, and members of the public who had requested such notice. The NOP and the Project Information Packet were distributed on June 25, 2020, with the 30-day public review period concluding on July 24, 2020.

The purpose of the NOP was to formally announce the preparation of a Draft EIR for the proposed project, and as the Lead Agency, the City solicited input regarding the scope and content of the environmental information to be included in the EIR. The NOP and Project Information Packet provided preliminary information regarding the anticipated range of impacts to be analyzed within the EIR (refer to Appendix A, Notice of Preparation).

The EIR will review the following environmental factors:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Mineral Resources
- Noise
- Population and Housing
- Parks and Recreation
- Wildfire and Fire Protection
- Police Protection
- Schools
- Transportation
- Water
- Wastewater
- Solid Waste

Due to the decision to prepare an Environmental Impact Report, an Initial Study was not prepared. This option is permitted under CEQA Guidelines Section 15063(a), which states that if the Lead Agency determines an EIR will be required for a project, the Lead Agency may skip further initial review and begin work on the EIR.

2.3.3 NOP Scoping Results

The City of Oxnard received over 40 comment letters from state, regional, local public and private agencies, and interested individuals. The following environmental concerns were raised in response to the NOP and Project Information Packet. The NOP comments are contained in Appendix B.

This EIR has taken those comments into consideration. *Table 2-1, Notice of Preparation Comments Summary*, summarizes the issues identified by the commenting agencies and individuals, along with a reference to the section(s) of this EIR where the issue(s) is/are addressed.

For the reader's reference, the following table uses the following terminology: **N/A = Not Applicable**.

This terminology may be used if no CEQA-related comment is provided, if the comment provided was not in reference to the proposed project, or to note the commentator requested analysis of a topic that is not required by CEQA.

2.3.4 Public Review of Draft EIR

The Draft EIR is subject to a minimum 45-day review period by responsible and trustee agencies and interested parties. In accordance with the provisions of CEQA Guidelines Sections 15085(a) and 15087(a)(1), the City: 1) publishes a Notice of Availability (NOA) of a Draft EIR in a newspaper of general circulation for the project area; and 2) prepares and transmits a Notice of Completion (NOC) to the State Clearinghouse.

An electronic copy of the Draft EIR is available for review on the City of Oxnard Environmental Documents website:

<https://www.oxnard.org/city-department/community-development/planning/environmental-documents/>

Printed copies of the Draft EIR are available for review at the City of Oxnard Service Center (214 South C Street), Oxnard Main Library (2251 South A Street), and South Oxnard Branch Library (4300 Saviers Road). Proof of publication is available at the City of Oxnard.

**TABLE 2-1
NOTICE OF PREPARATION COMMENTS SUMMARY**

Commenting Agency/Person	Correspondence Date	Comment Topic(s)	Comment(s) Summary	Issue Addressed in EIR Section
Rick Kehoe	June 25, 2020	Supports proposed project	Proposed project is improvement to area. Vote in favor of proposed project.	N/A
Elizabeth Harrell Adi Nair Page Ciugo Araseli Navarro Jennifer Martinez Simon Walter Kimberly Garcia Soledad Camacho Antonio Villanueva Estrella Torres Cristel Gonzalez Yesenia Ponce Arturo Villanueva Yesenia Gonzales Juana Solano Future Leaders of America Katie Rose Danielle Garcia	July 22, 2020 July 22, 2020 July 22, 2020 July 23, 2020 July 23, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020 July 24, 2020	Full analysis of environmental and health impacts	Requests baseline assessment of different sources of pollution generated from the Port. Requests environmental review of all proposed Port expansion and infrastructure projects. Requests air quality cumulative impacts for Port expansion. Requests health impact analysis of pollution from Port to sensitive receptors including schools. Requests analysis of access to recreational activities. Requests analysis of City of Oxnard's vision of deindustrializing the coastline. Requests cultural resources assessment of impacts to Ormond water quality and wildlife. Requests identification of number of jobs created by proposed project (temporary and permanent, part-time and full-time) and wage and benefit levels.	N/A - This is not related to the proposed project N/A - This is not related to the proposed project N/A - This is not related to the proposed project Refer to Section 5.3, Air Quality, and Section 5.8, Greenhouse Gas Emissions Refer to Section 5.15, Parks and Recreation N/A - This is not related to the proposed project Refer to Section 5.4, Biological Resources and Section 5.5 Cultural and Tribal Cultural Resources Refer to Section 5.14, Population and Housing
Ventura County Planning Division	July 23, 2020	Forwarded comments from Ventura County Environmental Health Division and Ventura County Watershed Protection District	See comments below	N/A
Ventura County Environmental Health Division	July 14, 2020	Hazardous Materials and/or Hazardous Waste Portable restroom on-site	Use of hazardous materials or creation of hazardous waste requires Hazardous Materials Business Plan. Portable restroom must be pumped by septic pumper truck.	Refer to Section 5.9, Hazards and Hazardous Materials

Commenting Agency/Person	Correspondence Date	Comment Topic(s)	Comment(s) Summary	Issue Addressed in EIR Section
Ventura County Watershed Protection District	July 9, 2020	Protection of Ormond Lagoon Waterway (formerly called Oxnard Industrial Drain)	Requests analysis and mitigation of project specific and cumulative impacts due to 1) increase in impervious area, and 2) peak stormwater runoff for 100-year, 500-year, 25-year, and 10-year frequencies	Refer to Section 5.10, Hydrology and Water Quality
California Department of Fish and Wildlife	July 23, 2020 August 19, 2020	Requested additional time to provide comment letter No comments	N/A N/A	N/A N/A
Nidia Bello Onofre Angelina Leños Brenda Tungul Odette Moran Lopez	July 23, 2020 July 23, 2020 July 23, 2020 July 23, 2020	Full analysis of environmental and health impacts	Requests analysis of air quality cumulative impacts for Port expansion and health impacts from pollution generated by the Port.	N/A – This is not related to the proposed project
Mayra Munguia Miguel Aguilar Gabriel Valencia Carolina Apodaca-Morales Aime Cano-Ramirez	July 23, 2020 July 23, 2020 July 23, 2020 July 23, 2020 July 23, 2020	Full analysis of environmental and health impacts	Requests analysis of air quality cumulative impacts for Port expansion and health impacts from pollution generated by the Port to indigenous, Latino, immigrant, and working class residents of south Oxnard.	N/A – This is not related to the proposed project
Ventura County Planning Division	July 24, 2020	Forwarded comments from Ventura County Planning Division	See comments below	N/A
Ventura County Planning Division	July 22, 2020	Indirect lighting impacts on sensitive species	Requests inclusion of recommended additional measures to mitigate indirect outdoor lighting impacts on nearby sensitive species.	Refer to Section 5.1, Aesthetics and Section 5.4, Biological Resources
Ralph Mongelli	July 24, 2020	Opposes proposed project	Proposed project would attract crime	Refer to Section 5.17, Police Protection
Friends of Ormond Beach	July 24, 2020	Opposes proposed project	Opposes proposed project for following reasons: 1) Environmental Justice 2) Proposed project conflicts with vision of Ormond Beach Restoration and Access Plan (OBRAP) 3) Terms of Lease	N/A – Environmental justice is not required by CEQA Refer to Section 5.11, Land Use N/A – Private agreement lease terms are not required by CEQA

Commenting Agency/Person	Correspondence Date	Comment Topic(s)	Comment(s) Summary	Issue Addressed in EIR Section
			4) Stop blighting south Oxnard	Refer to Section 5.11, Land Use
Iise Cruz	July 24, 2020	Full analysis of environmental and health impacts	Requests analysis of environmental and health impacts of proposed project.	Refer to Sections 5.1 through 5.23
Central Coast Alliance United for Sustainable Economy (CAUSE)	July 24, 2020	Cover email for joint comments	See comments below	N/A
Central Coast Alliance United for Sustainable Economy (CAUSE); Mixteco Indigena Organizing Project (MICOP); Future Leaders of America (FLA); SEIU 2015; Saviers Road Design Team; Food and Water Action; Wishtoyo Chumash Foundation; Showing Up for Racial Justice (SURJ); Climate First Replacing Oil and Gas (CFROG); Natural Resources Defense Fund (NRDC); Los Padres Forest Watch; and Sierra Club Los Padres Chapter	July 24, 2020	Full analysis of environmental and health impacts	Requests environmental review of all Port expansion and infrastructure projects. Requests full scope of analysis of cumulative impacts to air quality including a baseline assessment of the different sources of pollution currently generated by the Port. Requests analysis of health impacts to sensitive receptors. Requests analysis of recreational impacts to the City's visions of deindustrializing the coastline. Request analysis of cultural resources and impacts to Ormond water quality and wildlife. Requests analysis of economic impact and job creation.	N/A – This is not related to the proposed project N/A – This is not related to the proposed project Refer to Section 5.3, Air Quality Refer to Section 5.15, Parks and Recreation Refer to Section 5.5, Cultural and Tribal Cultural Resources; Section 5.10, Hydrology and Water Quality, and Section 5.4, Biological Resources N/A – Economic analysis is not required per CEQA; refer to Section 5.14, Population and Housing regarding job creation
Colin Gallardo	July 24, 2020	Full analysis of environmental and health impacts	Requests environmental review of all Port expansion and infrastructure projects. Requests full scope of analysis of cumulative impacts to air quality including a baseline assessment of the different sources of pollution currently generated by the Port.	N/A – This is not related to the proposed project N/A – This is not related to the proposed project

Commenting Agency/Person	Correspondence Date	Comment Topic(s)	Comment(s) Summary	Issue Addressed in EIR Section
			Request analysis of cultural resources and impacts to Ormond water quality and wildlife.	Refer to Section 5.5, Cultural and Tribal Cultural Resources; Section 5.10, Hydrology and Water Quality, and Section 5.4, Biological Resources
Irene Rauschenberger	July 23, 2020	Opposes project Land use compatibility Water quality impacts	Proposed project is not compatible with adjacent uses: Advanced Water Purification Facility (AWPF), wetlands, residential neighborhoods, and shopping center. Proposed project is not compatible with Ormond Beach Restoration and Public Access project. Urban runoff from the proposed project could degrade the water quality of Ormond Lagoon Waterways and other waterways in the area.	Refer to Section 5.11, Land Use Refer to Section 5.11, Land Use Refer to Section 5.10, Hydrology and Water Quality
Naval Base Ventura County	July 24, 2020	Compatibility with military operations at Naval Base Ventura County (NBVC)	Request analysis of proposed project's compatibility with NBVC Community Noise Equivalent Level (CNEL) Noise Contour and Accident Potential Zones (APZs) in Prospective Scenario of NBVC Point Mugu's Air Installation Compatible Use Zones (ACUIZ) study. Requests analysis of lighting, proposed improvements, and commercial vehicle operations with respect to NBVC mobilization corridors, and approach and departure clearance surfaces for NBVC Point Mugu Runway 09/27. Requests discussion that on-site employees may see and hear aircraft operating and NBVC Point Mugu.	Refer to Section 5.1, Aesthetics; Section 5.11, Land Use; Section 5.13, Noise; and Section 5.19, Transportation
Irene Rauschenberger	July 25, 2020	Resubmitted previously submitted 2018 comments to the City opposing lease of project site for storage of 4,000 vehicles.	Not Applicable – Different Project	N/A

Commenting Agency/Person	Correspondence Date	Comment Topic(s)	Comment(s) Summary	Issue Addressed in EIR Section
Native American Heritage Commission	June 30, 2020	Native American Tribal Consultation	<p>Recommends consultation with California Native American tribes that are traditionally and culturally affiliated with geographic area of proposed project.</p> <p>Recommends consultation per AB 52 and SB 18, as applicable.</p>	Refer to Section 5.5 Cultural and Tribal Cultural Resources
City of Port Hueneme	July 16, 2020	Grading and Construction Impacts Operational and Vehicle Movement Impacts	<p>Requests analysis of air quality and greenhouse gas emissions impacts associated with site grading and construction.</p> <p>Requests air quality, greenhouse gas emissions, traffic and noise analyses (project and cumulative impacts) of the type of vehicle trips to/from the Port and project site, if there is a reduction in trips by diesel auto carriers through the City of Port Hueneme. All applicable mitigation measures should be identified.</p> <p>Requests analysis of public safety impacts resulting from excessive speeds of vehicles to/from the Port to the project site through the City of Port Hueneme.</p>	<p>Refer to Section 5.3, Air Quality and Section 5.8, Greenhouse Gas Emissions</p> <p>Refer to Section 5.3, Air Quality; Section 5.8, Greenhouse Gas Emissions; Section 5.13, Noise; and Section 5.19, Transportation</p> <p>Refer to Section 5.17, Police Protection</p>
Ventura County Air Pollution Control District	July 23, 2020	Air Quality and Greenhouse Gas Emissions	Requests preparation of air quality and greenhouse gas emission analysis in accordance with guidance identified in letter.	Refer to Section 5.3, Air Quality and Section 5.8, Greenhouse Gas Emissions
Ben Martinez	July 23, 2020	Opposes project	<p>Proposed project increases blight in south Oxnard. City should add open space instead.</p> <p>Proposed project would increase nighttime lighting and air pollution in the area.</p>	<p>Refer to Section 5.11, Land Use</p> <p>Refer to Section 5.1, Aesthetics and Section 5.3, Air Quality</p>
<p>Notes: N/A = Not Applicable</p>				

Any public agency or members of the public desiring to comment on the Draft EIR must submit their comments in writing to the individual identified on the document's Notice of Availability/Notice of Completion prior to the end of the public review period. This EIR is being circulated for a 61-day public review period. During this public review period, written comments concerning the adequacy of the document may be submitted by any interested person and/or affected agency to the City of Oxnard, Community Development Department, 214 South C Street, Oxnard, CA 93030, Attention: Jay Dobrowski, Senior Planner.

Upon the close of the public review period, the City of Oxnard will then evaluate and prepare responses to all written comments regarding CEQA-related issues received from both citizens and public agencies during the public review period, which will be incorporated into a Final EIR.

2.3.5 Final EIR

The Final EIR will consist of the Draft EIR, revisions to the Draft EIR (if any), and responses to all written comments addressing concerns raised by responsible agencies and any other reviewing parties.

After the Final EIR is completed and at least ten (10) days prior to its certification, a copy of the response to comments made by public agencies on the Draft EIR will be provided to the commenting agencies. At the conclusion of the EIR public-hearing process, the Planning Commission will vote on whether to recommend to the City Council: 1) certification of the adequacy of the EIR (including the Mitigation Monitoring and Reporting Program), and 2) approval of the proposed project and other requested changes or actions. The recommendation will then be presented to the City Council, who will then decide what action to take with respect to the EIR and the proposed project. All persons who commented on the draft EIR will be notified of the availability of the Final EIR and the date of the public hearing before the City Council.

2.4 FORMAT OF THE EIR

The Draft EIR is organized into ten (10) sections.

Section 1.0, Executive Summary, provides a brief project description and summary of the environmental impacts and mitigation measures.

Section 2.0, Introduction and Purpose, provides CEQA compliance information.

Section 3.0, Project Description, provides a detailed project description indicating project location, background and history, and project characteristics and objectives, as well as associated discretionary actions requested.

Section 4.0, Basis of Cumulative Analysis, describes the approach and methodology for the cumulative analysis.

Section 5.0, Environmental Analysis, contains a detailed environmental analysis of the existing conditions, project impacts, recommended mitigation measures, and unavoidable adverse impacts for a number of environmental topic areas.

Section 6.0, Alternatives to the Proposed Project, describes a reasonable range of alternatives to the project or the location of the project that could avoid or substantially lessen the significant impacts of the project and still feasibly attain the basic project objectives.

Section 7.0, Other CEQA Considerations, discusses the long-term implications of the proposed project. The project’s growth-inducing impacts, including the potential for population growth are discussed.

Section 8.0, Effects Found Not to Be Significant, provides an explanation of potential impacts which have been determined not to be significant.

Section 9.0, Significant Environmental Effects Which Cannot be Avoided if the Proposed Action is Implemented, discusses the potential for irreversible environmental changes and energy conservation impacts.

Section 10.0, References, identifies the Lead Agency and preparers of the EIR, as well as organizations and individuals consulted.

A total of 10 Appendices contain the technical documentation for the EIR.

The Final EIR will include two additional sections:

Section 11.0, Mitigation Monitoring Program, summarizes all mitigation measures for the project, the party responsible for implementation of the mitigation, and when the mitigation must be implemented.

Section 12.0, Comments and Responses, includes responses to all written comments, and identifies errata necessary for the Final EIR.

2.5 RESPONSIBLE AND TRUSTEE AGENCIES

Certain projects or actions undertaken by a Lead Agency require subsequent oversight, approvals, or permits from other public agencies in order to be implemented. Such other agencies are referred to as Responsible Agencies and Trustee Agencies. Pursuant to *CEQA Guidelines* Sections 15381 and 15386, Responsible Agencies and Trustee Agencies are respectively defined as follows:

“Responsible Agency” means a public agency, which proposes to carry out or approve a project, for which [a] Lead Agency is preparing or has prepared an EIR or Negative Declaration. For the purposes of CEQA, the term “responsible agency” includes all public agencies other than the Lead Agency, which have discretionary approval power over a project (Section 15381).

“Trustee Agency” means a state agency having jurisdiction by law over natural resources affected by a project, which are held in trust for the people of the State of California. Trustee Agencies include the California Department of Fish and Wildlife, State Lands Commission; State Department of Parks and Recreation and University of California with regard to sites within the Natural Land and Water Reserves System (Section 15386).

The Port of Hueneme is a responsible agency that will not approve the proposed project, but will be responsible for carrying out the proposed project.

Other public agencies with jurisdiction over the project site, or from which approval of the proposed project may be required, include the following:

- Los Angeles Regional Water Quality Control Board
- California Department of Fish and Wildlife
- Ventura County Air Pollution Control District

2.6 INCORPORATION BY REFERENCE

Pertinent documents relating to this EIR have been cited in accordance with *CEQA Guidelines* Section 15150, which encourages “incorporation by reference” as a means of reducing redundancy and length of environmental reports. The following documents are available for public review at the City of Oxnard Community Development Department, located at 213 South C Street, Oxnard, California 93030 and are hereby incorporated by reference into this EIR. Information contained within these documents has been utilized for this EIR.

- *City of Oxnard 2030 General Plan (October 11, 2011, as amended through December 2016)*. The Oxnard General Plan is the primary source of long-range planning and policy direction that guides growth and preserves the quality of life within the community. The *City of Oxnard 2030 General Plan* includes two operative documents: Background Report (2006) and Goals and Policies (2011). The 2030 General Plan includes the following chapters: 1. Introduction, 2. Sustainable Community, 3. Community Development, 4. Infrastructure and Community Services, 5. Environmental Resources, 6. Safety & Hazards, 7. Military Compatibility, 8. Housing Element (Separate Document), and 9. Implementation.

The 2030 Land Use Map (Figure 3-1) classifies and displays envisioned community land uses and intensity. The 2030 Land Use Map depicts the City Urban Restriction Boundary (CURB) line established by the 1998 Save Open Space and Agricultural Resources (SOAR) ordinance. Proposed land use changes within the Coastal Zone are not effective until an updated Local Coastal Plan (LCP) is certified by the California Coastal Commission.

The 2030 General Plan was utilized throughout this document as the fundamental planning document governing development at the proposed project site. Background information and policy information from the 2030 General Plan is cited, where applicable, throughout this document.

- *City of Oxnard 2030 General Plan Program Environmental Impact Report (October 11, 2011)*. The *City of Oxnard 2030 General Plan Program Environmental Impact Report (PEIR)* analyzed the environmental impacts caused directly or indirectly by development of all of the uses contemplated within the 2030 General Plan, and identified mitigation measures for each potentially significant impact. The 2030 General Plan PEIR is intended to be used for subsequent environmental review, and included an analysis for the following topics: Land Use, Urban Design – Community Identity; Growth Management; Economic Development; Circulation, Traffic, and Transportation; Utilities; Public Facilities and Services; Parks and Recreation; Biological Resources; Aesthetics Resources; Cultural Resources; Agricultural and Soil Resources; Mineral Resources; Air Quality and Climate Change; Energy and Resource Conservation; Geologic, Seismic, and Soil Hazards; Natural Hazards; Noise, Hazardous Materials and Uses; and Transportation Hazards.

The following were identified as significant unavoidable impacts associated with implementation of the 2030 General Plan. The wording below is directly from the 2030 General Plan PEIR. To clarify, the phrase “The Project” is referring to the City of Oxnard 2030 General Plan, and will be provided in parentheses below, where applicable.

Agricultural Resources

- Impact 5.5-1: The Project (City of Oxnard 2030 General Plan) would result in the conversion of important farmland to nonagricultural uses.

Air Quality

- Impact 5.7-2: The Project (City of Oxnard 2030 General Plan) would result in a cumulative increase of criteria pollutants in a non-attainment air basin.

Noise

- Impact 6.4-2: The Project (City of Oxnard 2030 General Plan) could expose a variety of land uses to traffic noise that exceeds City thresholds.
- Impact 6.4-3: The Project (City of Oxnard 2030 General Plan) could expose a variety of land uses to railroad noise that exceeds City thresholds.
- Impact 6.4-6: The Project (City of Oxnard 2030 General Plan) could expose a variety of land uses to excessive groundborne vibration or groundborne noise levels.

Traffic and Transportation

- Impact 4.2-1: The Project (City of Oxnard 2030 General Plan) would result in six intersections operating at below LOS C.

Cumulatively Significant Unavoidable Impacts

- Loss of agricultural resources.
- Air Quality not in attainment of Federal and State standards.
- Traffic and railroad related noise.
- Peak hour traffic in several locations that results in intersections operating below LOS C.

The City Council certified the 2030 General Plan PEIR on February 2, 2010 (Resolution No. 13,770), as well as adopted a Statement of Overriding Considerations for significant and unavoidable impacts, and adopted a Mitigation Monitoring and Reporting Program.

The City Council adopted Addendum No. 1 to the 2030 General Plan PEIR on October 11, 2011 (Resolution No. 14,118), which addressed land use designation changes and policy revisions that occurred when the General Plan was adopted. The land use changes reduced the net amount of development in the City’s planning area relative to that originally analyzed in the 2030 General Plan PEIR.

Addendum No. 2 was adopted in 2016 (Resolution No. 14,925). Addendum No. 2 evaluated a General Plan Amendment to implement policies and actions related to the City’s Local Coastal Program concerning sea level rise and electricity-generating facilities in the coastal zone.

Addendum No. 3 was adopted in December 2016 (Resolution No. 14,982). Addendum No. 3 evaluated adoption of the 2013-2021 Housing Element.

- City of Oxnard, 2017 Mid-Cycle, 2013-2021 Housing Element Update (October 10, 2017). The Housing Element is one of the seven State-mandated elements of the City's General Plan. The 2013-2021 Mid-Cycle Update Housing Element identifies and analyzes the current and future housing needs of residents within the City of Oxnard (City) and establishes housing goals, policies, and programs to meet the needs. The statutory planning period is October 15, 2013 to October 15, 2021. The time frame during which housing accomplishments towards the Regional Housing Needs Allocation (RHNA) can be counted (RHNA cycle) is January 1, 2014 through October 31, 2021. The Housing Element identifies and assesses existing and projected housing needs and provides an analysis of constraints and resources relevant to meeting these needs. The Housing Element also establishes Oxnard's goals, policies, and programs for addressing its housing needs during the 2013-2021 period.
- Addendum No. 4 to the City of Oxnard 2030 General Plan Program Environmental Impact Report (October 2017). Addendum No. 4 to the City of Oxnard 2030 General Plan Program Environmental Impact Report (PEIR) was prepared for the proposed 2013–2021 Housing Element Mid-Cycle Update. Addendum No. 4 concluded that adoption of the mid-cycle update to the 2013–2021 Housing Element does not constitute significant new information for the purposes of CEQA and therefore does not require substantive revisions to the PEIR. There are no components of the 2013–2021 Housing Element mid-cycle update that would result in a new significant impact or in a substantial increase in the severity of any impact previously disclosed in the 2030 General Plan PEIR within the meaning of CEQA Guidelines Section 15164.
- Addendum No. 5 to the City of Oxnard 2030 General Plan Program Environmental Impact Report (July 2019). Addendum No. 5 was adopted in July 2019 for the adoption of the Downtown Code and Land Use Guidelines. Entitlement permits included a General Plan Amendment (GPA), Oxnard City Code (OCC) Amendment, and Zone Change (Planning and Zoning Permit Nos. 18-620-01, 18-580-01, and 18-570-02, respectively). Addendum No. 5 to the *City of Oxnard 2030 General Plan Program Environmental Impact Report* was concluded to be the appropriate CEQA documentation for the adoption of the Downtown Code and associated General Plan Amendment and Zoning re-designations, and for the related and companion DETOD Reversion General Plan land use map and text amendment.
- Oxnard City Code (Contains 2019 S-35 Supplement current through local legislation Ordinance No. 2967, passed October 15, 2019). The Oxnard City Code (City Code) consists of regulatory, penal, and administrative ordinances of the City. It is the method the City uses to implement control of land uses, in accordance with General Plan goals and policies. Chapter 16, Zoning, identifies land uses permitted and prohibited according to the zoning category of particular parcels. Other relevant chapters include Chapter 14, Building Regulations; Chapter 15, Subdivisions; Chapter 18, Floodplain Management; and Chapter 19, Public Works; however, all relevant City Code Chapters or Sections will be cited, as applicable.

3.0 PROJECT DESCRIPTION

3.1 PROJECT OVERVIEW

Project Title

Port of Hueneme - Temporary Outdoor Vehicle Storage Facility

Lead Agency Name and Address

City of Oxnard, Planning Division, 214 South C Street, Oxnard, California 93030

Lead Agency Contact Person and Phone Number

Jay Dobrowalski, Senior Planner
(805) 385-3948

Project Location

Southeast corner of Hueneme Road and Perkins Road

Assessor's Parcel Numbers (APN) 231-0-092-105 and 231-0-092-245. APN 231-0-092-105 encompasses approximately 29.66 acres and APN 231-0-092-245 encompasses 4.04 acres.

Project Sponsor's Name and Address

Oxnard Harbor District, 333 Ponomo Street, Port Hueneme, California, 93041-2921

Have California Native American Tribes Traditionally and Culturally Affiliated with the Project Area Requested Consultation Pursuant to Public Resources Code Section 21080.3.1? If So, Has Consultation Begun?

No California Native American Tribes in the project area requested consultation with the City of Oxnard.

3.2 EXISTING GENERAL PLAN AND ZONING DESIGNATIONS

The General Plan serves as the City's "blueprint" for future development that is articulated in a long-range policy document that represents the community's view of its future. The General Plan includes goals and policies upon which the Planning Commission and the City Council will base their land use decisions.

The General Plan is not the same as zoning. Although both designate how land may be developed, they do so in different ways. The General Plan and its diagrams have a long-term outlook, identifying the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development.

The Zoning Ordinance is the local law that spells out the immediate, allowable uses for each piece of property within the community. Various kinds of land uses are grouped into general categories or "zones" such as, but not limited to, single-family residential, multi-family residential, neighborhood commercial, light industrial, agricultural. Each parcel of property in the City is assigned a zone listing the kinds of uses

that will be allowed on that parcel and sets standards such as minimum lot size, maximum building height, and minimum front yard depth. The purpose of zoning is to implement the policies of the General Plan.

3.2.1 General Plan Designation

The General Plan land use designations for the project site are Industrial Limited (I LT) and Park (PRK). A portion of the site (APN 231-0-092-105) is designated as I LT and a portion of the site (APN 231-0-092-245) is designated as PRK. Refer to *Exhibit 3-1, Project Site General Plan Designations*.

The General Plan land use designations for surrounding uses are identified below.

North: Commercial General (CG), Residential Medium High (RMH), Residential Low (RL), Residential Medium (RM), School (SCH), and Park (PRK)

South: Industry Priority to Coastal Development (ICD) and Resource Protection (RP)

East: Industrial Light (I LT) and Resource Protection (RP)

West/Northwest: Industry Priority to Coastal Development (ICD) and Commercial General (CG)

3.2.2 Zoning Designation

The Zoning designation for the project site is M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone). Refer to *Exhibit 3-2, Project Site Zoning Designations*. Both parcels (APN 231-0-092-105 and APN 231-0-092-245) are designated at M-1-PD.

The Zoning designations for surrounding uses are identified below.

North: Single Family Residential Planned Development (R-1 PD), Multiple Family Residential Planned Development (R-2 PD), Garden Apartment Planned Development (R-3 PD), High-Rise Residential (R-4), Community Reserve (CR), General Commercial All Affordable Housing Opportunity Program (C-2 AH), and Neighborhood Shopping Center Planned Development All Affordable Housing Opportunity Program (C-1 PDAH)

South: Coastal Development Industrial (CDI), Coastal Reserve Protection (RP), and Coastal Recreation (RC)

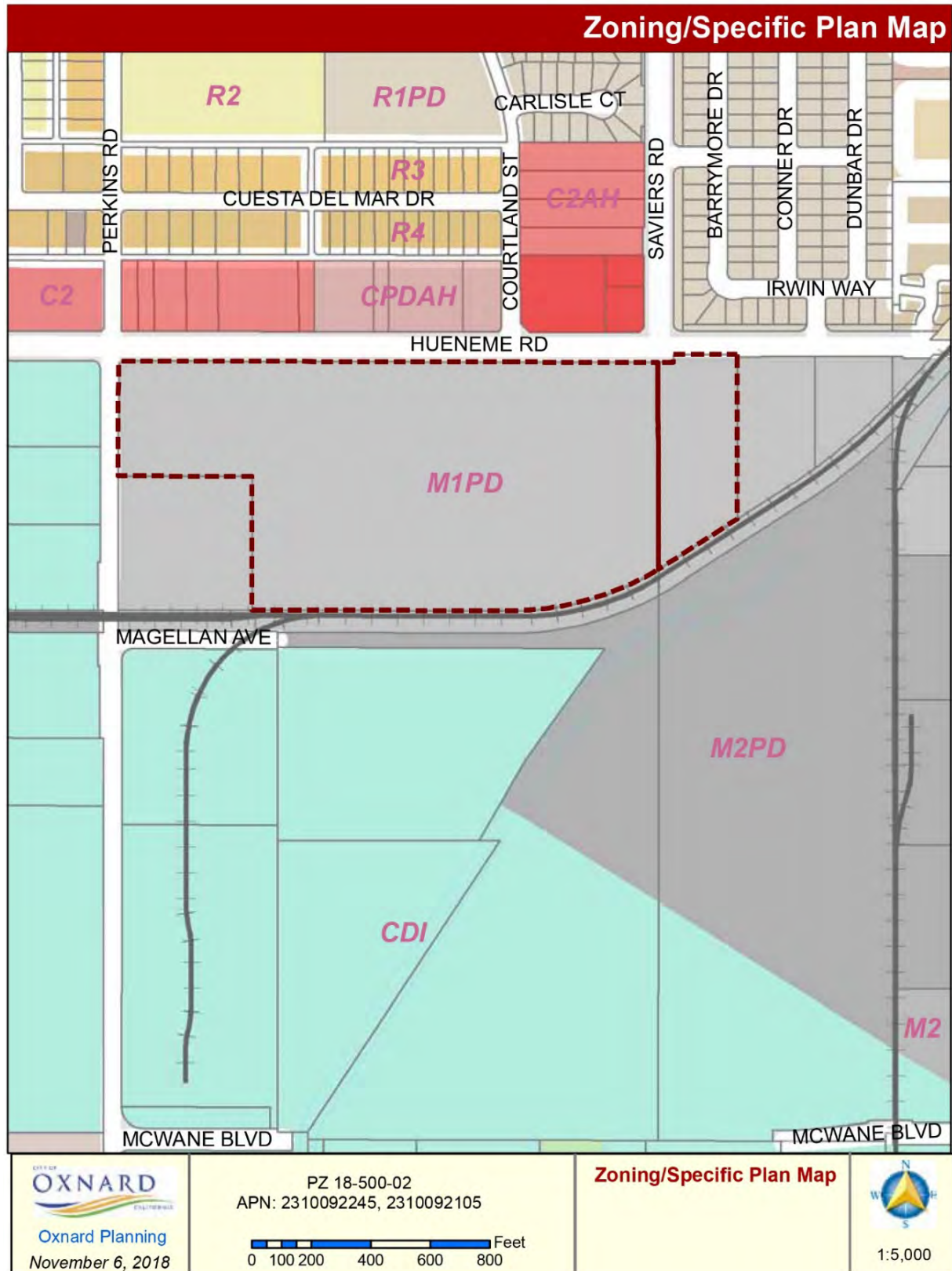
East: Light Manufacturing Planned Development (M-1) and Coastal Resource Protection (RP)

West/Northwest: Coast Development Industrial (CDI), General Commercial (C-2), and High-Rise Residential (R-4)

EXHIBIT 3-1 PROJECT SITE GENERAL PLAN DESIGNATIONS



EXHIBIT 3-2 PROJECT SITE ZONING DESIGNATIONS



3.3 ENVIRONMENTAL SETTING

3.3.1 Regional Setting

Regionally, the project site is located in the City of Oxnard, Ventura County, California. The City of Oxnard is bordered by the City of Ventura and the County of Ventura to the north, the City of Camarillo to the east, and the City of Port Hueneme, The Port of Hueneme, and Naval Base Ventura County Port Hueneme to the south, west, and east. Refer to *Exhibit 3-3, Regional Location Map*, and *Exhibit 3-4, Vicinity and Jurisdictional Boundary Map*.

CITY OF OXNARD

The City of Oxnard is located on the central coast of Ventura County and encompasses approximately 41,200 acres. The City is located approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara. As the largest city in Ventura County, Oxnard is a combination of a coastal destination, business center, and the center of a regional agricultural industry.

CITY OF PORT HUENEME

The City of Port Hueneme is a small beach city in Ventura County, surrounded by the City of Oxnard and the Santa Barbara Channel. The City of Oxnard surrounds the City of Port Hueneme to the north, west, and east.

THE PORT OF HUENEME

The Port of Hueneme (Port) is owned and operated by the Oxnard Harbor District, created in 1937, as an independent special district (business enterprise) and a political subdivision of the State of California. The Oxnard Harbor District, by its charter, can acquire, construct, own, operate, control, or develop any and all harbor works or facilities necessary to efficiently accomplish its mission. It is responsible for all Port construction and operations.

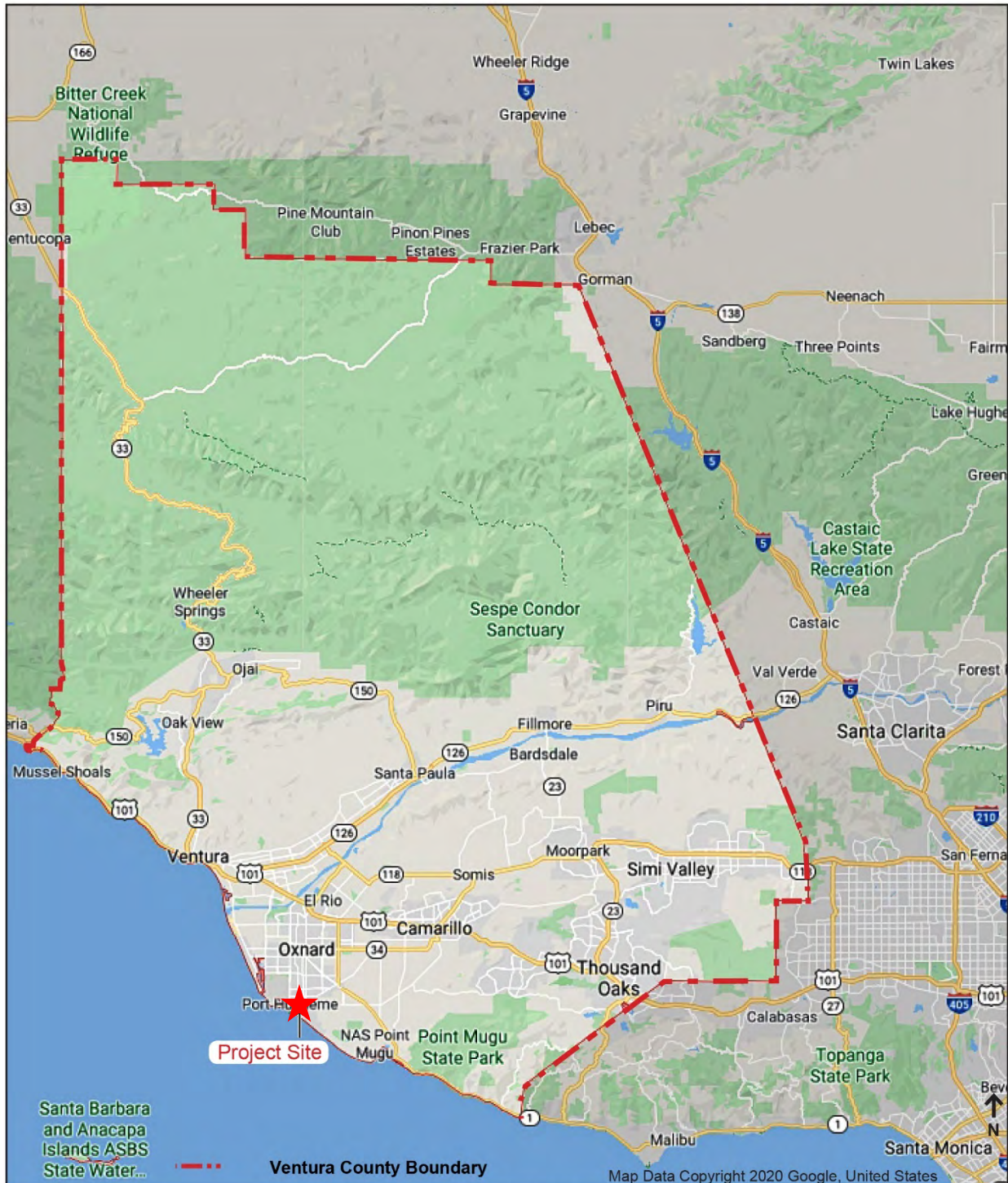
The Oxnard Harbor District collects no taxes, operating entirely on Port business generated funds. As a landlord port, commercial companies enter into operating agreements with the Port. The Port of Hueneme is vital in the intermodal logistics supply chain and significantly contributes to the economic health of Ventura County and Southern California.

The Port of Hueneme is bordered by Naval Base Ventura County and the City of Oxnard to the west, and the cities of Port Hueneme and Oxnard to the north and east.

NAVAL BASE VENTURA COUNTY

Naval Base Ventura County (NBVC) is a premier naval installation composed of three operating facilities – Point Mugu, Port Hueneme, and San Nicolas Island. Tenant commands encompass a diverse set of specialties that support both Fleet and Fighter, including three warfare centers. NBVC Port Hueneme borders the cities of Port Hueneme and Oxnard to the north and east, and the City of Oxnard to the west. NBVC Point Mugu is located east of the City of Oxnard.

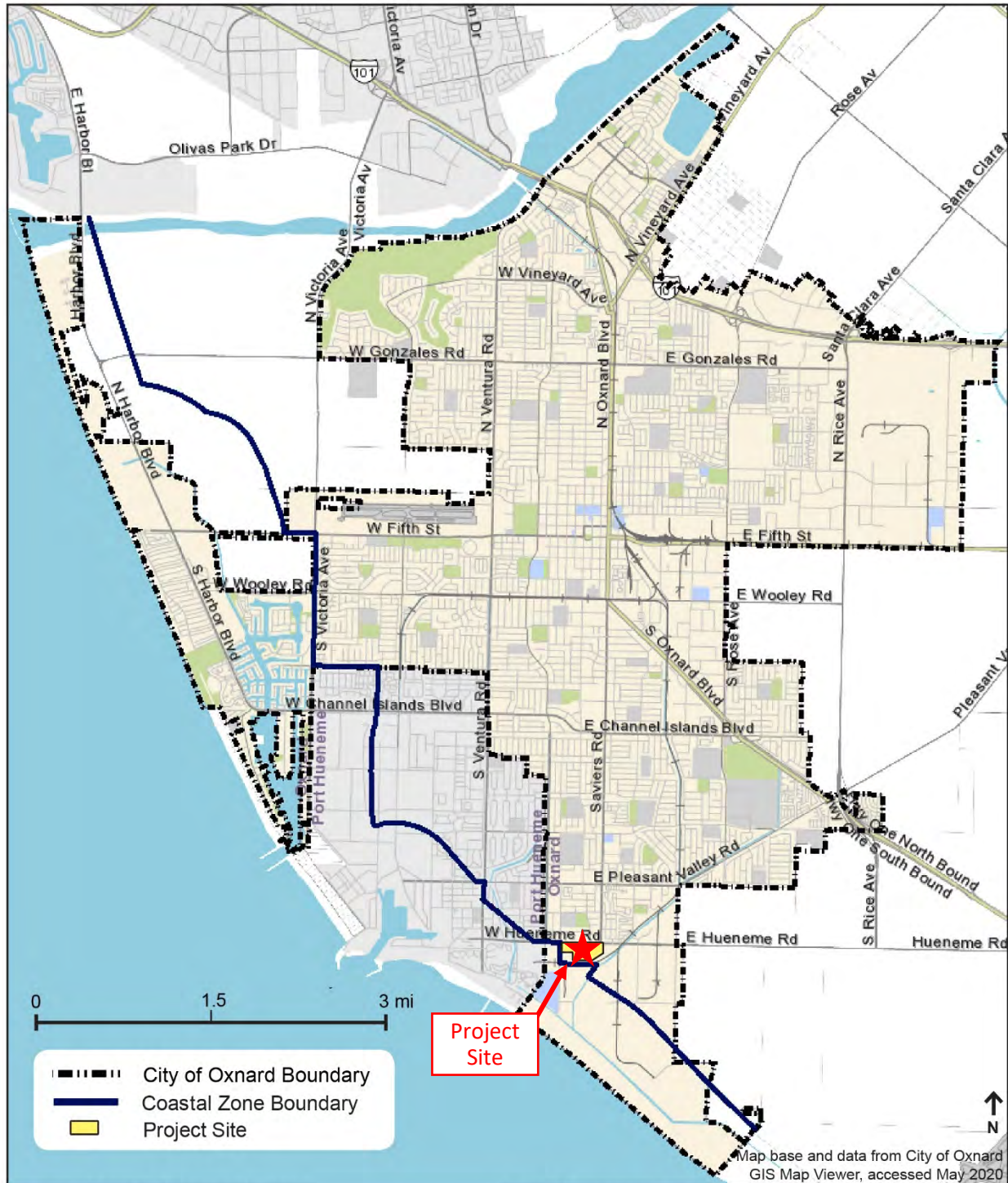
EXHIBIT 3-3 REGIONAL LOCATION MAP



Source: Google (May 2020)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 3-4 VICINITY AND JURISDICTIONAL BOUNDARY MAP



Source: City of Oxnard GIS Map Viewer (May 2020)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

Mobilization Corridors

NBVC uses local roadways for military mobilization of troops and equipment to and from the base to strategic locations throughout the United States. Three major corridors outside the NBVC fence are strategic assets to the NBVC mobilization mission:

- Victoria Avenue to US 101
- South Patterson Road to East Wooley Road to State Route 1
- Port Hueneme Road to Lincoln Court to South Rice Avenue to US 101

Various segments of these corridors are publicly owned by the Cities of Port Hueneme and Oxnard, and Ventura County.

MILITARY INFLUENCE AREA

In general, a Military Influence Area (MIA) covers the areas where military operations may impact local residents and municipalities and, conversely, where local activities may affect the military's ability to carry out its mission. The project site is located within the MIA for NBVC Port Hueneme and NBVC Point Mugu.

OXNARD AIRPORT

The Oxnard Airport lies west of the Central Business District of Oxnard, in Ventura County, California. The airport is in an area generally bounded by Teal Club Road to the north, Ventura Road to the east, West Fifth Street to the south and Victoria Avenue to the west. Oxnard Airport is located approximately 4 miles northwest of the project site.

Airside facilities at the approximately 230-acre airport include a 5,500-foot east-west runway, 56,100 square feet of hangar space with the capacity to store 100 aircraft, and a tie down area with the capacity to store up to 140 aircraft. Landside facilities on the airport property consist of a passenger terminal of approximately 10,000 square feet and a paved parking lot with a capacity of 360 cars.

The Oxnard Airport is a county-owned public airport that has not offered scheduled passenger service since June 8, 2010, when it was downgraded to a regional general aviation airport. However, the Federal Aviation Administration (FAA) has certified the airfield for commercial service, and it is equipped to accommodate additional air traffic.

CAMARILLO AIRPORT

Camarillo Airport is a public airport located 3 miles west of the central business district of Camarillo, in Ventura County, California. The airport has one runway and serves privately operated general aviation and executive aircraft with no scheduled commercial service. A separate airfield in the southwest quadrant of the airport is for exclusive use of Light-Sport Aircraft and Ultralights. Camarillo Airport is located approximately 6.5 miles northeast of the project site.

3.3.2 Major Travel Corridors and Highways in Oxnard

NORTH-SOUTH TRAVEL CORRIDORS

There are eight north-south travel corridors within the City: Harbor Boulevard, Victoria Avenue, Ventura Road, Oxnard Boulevard, Saviers Road, Rose Avenue, Rice Avenue, and Del Norte Boulevard.

EAST-WEST TRAVEL CORRIDORS

There are eight primary east-west travel corridors within the City: Fifth Street, Camino Del Sol, Channel Islands Boulevard, Gonzales Road, Hueneme Road, Pleasant Valley Road, Vineyard Avenue, and Wooley Road.

MAJOR ARTERIALS

Major arterials near the project site include Hueneme Road, Saviers Road, and Pleasant Valley Road. Hueneme Road is primarily a two-lane road serving light industrial and agricultural areas, and is a Port of Hueneme access route. See additional information below in Section 3.3.3 regarding Hueneme Road.

STATE HIGHWAYS

Parts of five state highways and routes pass through the City of Oxnard: State Route 1 (Pacific Coast Highway, SR-1), State Route 34 (Fifth Street, SR-34), State Route 118 (SR-118), State Route 232 (Vineyard Avenue, SR-32), and US Highway 101 (US 101). In relation to Oxnard:

- SR-1 has a junction with SR-34, SR-232, and US-101
- SR-34 has a junction with SR-118 and US 101
- SR-118 has a junction with SR-34 and SR-232
- SR-232 has a junction with SR-1, SR-118 and US 101
- US 101 has a junction with SR-1, SR-232 and SR-34

3.3.3 Goods Movement

Freight is moved within and in/out of Oxnard both by rail and commercial vehicles. The goods movement function is essential for Oxnard and the continued economic development of the City and the region. Refer to Exhibit 3-5, Goods Movement Corridors.

As shown on Exhibit 3-5, Hueneme Road is designated as an Overweight Corridor (shown in red on the larger map), as well as 1) Primary Port Access (shown in yellow on the smaller inset map), 2) City of Oxnard Commercial Vehicle Route (shown in blue on the smaller inset map), and 3) City of Port Hueneme Commercial Vehicle Route (shown in pink on the smaller inset map).

The Surface Transportation Assistance Act of 1982 (STAA) Truck Routes and County and Local Truck Routes and Prohibitions for Ventura County are shown on Exhibit 3-6, which shows that Hueneme Road is a Municipal Truck Route, The Port of Hueneme Intermodal Corridor, and the NBVC Mobilization Corridor.

EXHIBIT 3-5 GOODS MOVEMENT CORRIDORS

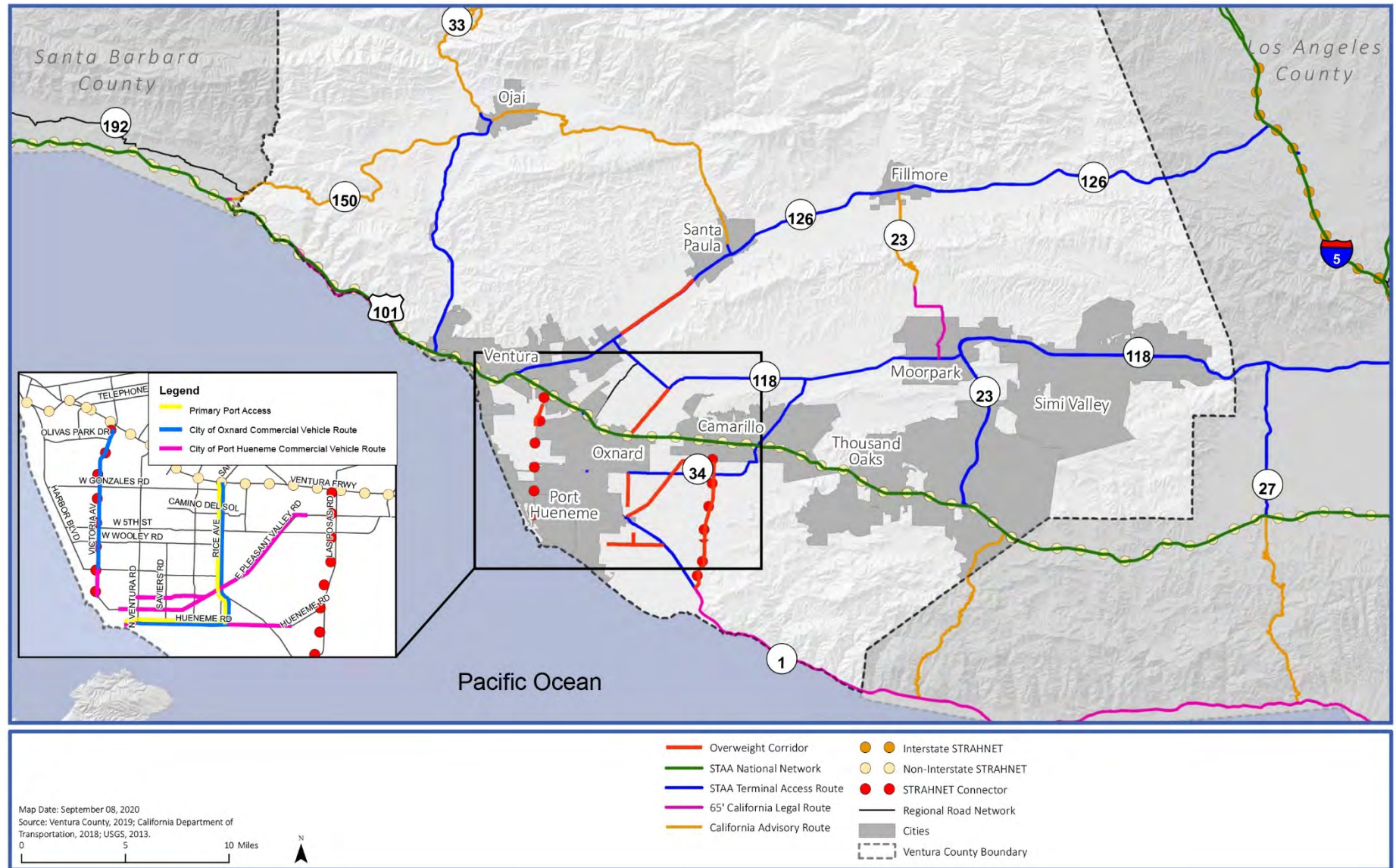
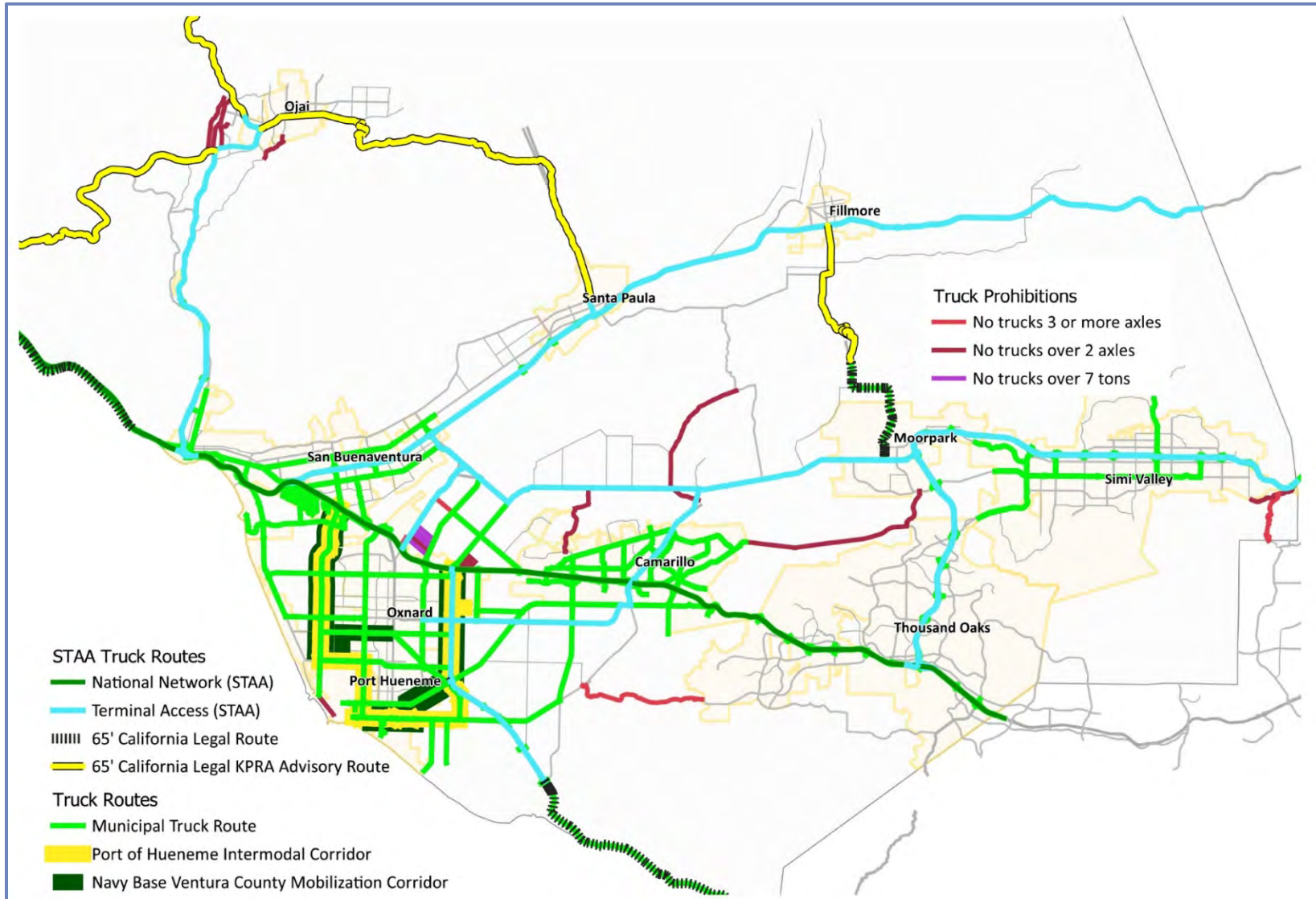


EXHIBIT 3-6 STAA TRUCK ROUTES AND COUNTY AND LOCAL TRUCK ROUTES



Source: Ventura County Transportation Commission (January 2021)

FREIGHT RAIL

Union Pacific Railroad

The Union Pacific Railroad (UPRR) Coast Main Line is the only intercity freight rail provider. The railroad connects the City of Oxnard to all major west coast destinations and markets. The freight terminal facilities provide for the delivery of products, goods, and raw materials out of Oxnard.

The UPRR right of way also creates a physical barrier across Oxnard. UPRR freight service levels are approximately eight through-freight trains plus local service daily, and this level is expected to continue or increase.

Santa Paula Branch Line

Although primarily a passenger rail line, the Santa Paula Branch currently has limited freight service. The Fillmore and Western Railway operates the Santa Paula Branch track owned by the Ventura County Transportation Commission (VCTC) as a tourist train and trains for movies. The track currently terminates east of Piru. Long-term plans are considering extending the Santa Paula Branch line to Santa Clarita.

There is currently no scheduled freight use on the Fillmore and Western Railway. However, the line has one continued freight-customer located in Santa Paula, and thus, the line is used intermittently for movement and storage of rail cars in the area between Fillmore and Piru.

Ventura County Railway

The Ventura County Railway (VCRR) line, operated by the Ventura County Railroad Company (Rail America), transfers freight from The Port of Hueneme and the Port Hueneme Naval Base part of NBVC, and connects with the UPRR Coast Main Line in downtown Oxnard. The VCRR is particularly important to customers of The Port of Hueneme as well as the U.S. Navy Construction Battalion Center.

THE PORT OF HUENEME

Ventura County has an important center for freight activity that economically impacts the City of Oxnard substantially and the City of Port Hueneme. The Port of Hueneme (Port) is served by local roads and a railroad that connects to the Union Pacific Coast Main Line. The Port of Hueneme has seen a large increase in activity. Because of this, The Port of Hueneme has made significant improvements to its facilities and expanded its capacity to meet its growing needs.

The Port of Hueneme established an Intermodal Corridor in 1998 to facilitate truck connections between the Port and US 101. The Port currently has two primary access routes including Rice Avenue/Hueneme Road and Victoria Avenue. Two key components of the truck route system are the two primary routes serving the Port of Hueneme. The designated western access route is Victoria Avenue, while Hueneme Road and Rice Avenue form the eastern access route. In addition, Ventura County has identified an overweight road section used by the Port that includes Hueneme Road to Rice Avenue with an extension to Camino Del Sol and Sturgis Road between Rice Avenue and Kinetic Drive, and the section of Arcturus Avenue south of Hueneme Road to access Port customers' sites.

3.3.4 Project Site

The project site consists of two vacant and undeveloped parcels totaling approximately 34 acres (total area of 33.7 acres), as depicted in *Exhibit 3-4, Vicinity and Jurisdictional Boundary Map*. The project site is located at the southeast corner of Hueneme Road and Perkins Road in the City of Oxnard. Currently, there are no installed public improvements, such as curb and gutter, sidewalks, or bike lanes adjacent to the project site along either Perkins Road or Hueneme Road. The project site is approximately 1 mile east of The Port of Hueneme and 2 miles east of NBVC Port Hueneme.

The project site is located just outside the coastal zone, and the coastal zone line runs along the western boundary and part of the southern boundary.

3.3.5 Surrounding Land Uses

The project site is surrounded by the following uses.

North: Hueneme Road is adjacent to and north of the project site. Commercial uses are located north of the project site across Hueneme Road, and residential, school, and park uses are located north of the commercial uses.

South: The Ventura County Railway (VCRR) line is located immediately adjacent to the southeastern portion of the project site. The City of Oxnard Advanced Water Purification Facility (AWPF) is located north of the VCRR and immediately adjacent to the southwestern portion of the project site. South and east of the VCRR is the Ormond Lagoon Waterway^{1,2} and vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration.

East: To the east of the project site is vacant and undeveloped land. A 3-acre trailer truck storage facility is proposed for this land, and is currently in the land permit process.

West: Permitted coastal dependent industrial uses are located to the west of the project site.

3.4 BACKGROUND ON GLOVIS AND THE NEED FOR TEMPORARY OUTDOOR VEHICLE STORAGE

CURRENT OPERATIONS

GLOVIS is a customer of the Port and leases space from NBVC on NBVC Port Hueneme property to house its cargo operations near the Port. GLOVIS imports approximately 110,000 to 120,000 vehicles (Kia, Hyundai) annually from South Korea on GLOVIS and EUKOR vessels, imports General Motor (GM) vehicles from Mexico, and exports U.S.-made GM and American Honda vehicles to Korea and China. For 2020 and 2021, the combined annual vehicle volume is anticipated to be approximately 170,000 and 145,000 finished vehicles, respectively.

1 The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.

2 The southeastern portion of the project site is located immediately west and north of the VCRR right of way, while the Ormond Lagoon Waterway is approximately 100 feet east and south of the VCRR right of way from the same location.

GLOVIS leases approximately 98 acres for its operation, which includes 18 acres of Oxnard Harbor District and NBVC property governed by a Joint Use Agreement. The capacity for vehicle storage within these lots is approximately 17,000 vehicles. If the Joint Use Agreement lots are removed, vehicle storage capacity is reduced to approximately 14,000 vehicles. Of the approximately 17,000-vehicle storage capacity, 1,600 are for load lines for rail and truck transports. The storage area also has capacity for 34 rail cars with an additional 10 to 12 rail cars pursuant to the Joint Use Agreement. GLOVIS operates its facility from 7:00 a.m. to 4:00 p.m. daily.

Imported Vehicles

After a car carrier ship arrives at the Port's berth, it is unloaded by longshore workers who drive the vehicles off the vessel, through the Port, and inside NBVC Port Hueneme into the GLOVIS facility. After vehicles are parked, they are processed by GLOVIS employees through their buildings and then loaded by rail and truck employees onto truck or rail for final distribution to the market. Kia uses the NBVC Port Hueneme to "land bridge" vehicles to their Inland Processing Center (IPC) in Shreveport, Louisiana. Vehicles are transported via rail to Shreveport via Union Pacific, and over 30 railcars per day can be loaded for Shreveport from this facility.

Exported Vehicles

GLOVIS receives vehicles from the VCRR tracks next to its facility inside NBVC Port Hueneme and GLOVIS' employees process them. Employees then drive them onto the Port before vessel loading, and once there, longshore/women take over within the Port to drive them onto the vessel for departure.

Additional GLOVIS Operations

In addition to importing and exporting vehicles, GLOVIS' operation includes a number of other services: accessory, survey, paint and body, paintless dent repair (PDR), rail loading and unloading, truck loading and unloading, car wash, pre-delivery inspection, preventive maintenance undercoating, electric vehicle (EV) charging station port modification (the recalls or any campaigns are caught here before they go to dealerships to broad market), large mechanical warranty repair shop with six dual-use hoists, and a double undercoating station.

Employment Opportunities and Economic Activity

GLOVIS' operation at NBVC Port Hueneme and the Port has resulted in employment opportunities and other economic activity. Specifically, through GLOVIS' lease agreements over the last 16 years, an estimated \$60 million of income has been generated for NBVC Port Hueneme. GLOVIS' operations have also generated a wide range of employment opportunities, as GLOVIS employs 167 people locally, 87 of whom reside in Oxnard. Staffing positions include mechanics, shuttle drivers, accessory installers, pre-delivery inspectors, quality auditors, and administrative support. Existing operations also provide support for local auto dealerships for parts and support.

Additional Off-Port Facilities

In addition to GLOVIS' operations at NBVC Port Hueneme and the Port, GLOVIS has utilized off-site spaces in Oxnard, Ventura, Camarillo, and Ventura County for vehicle storage. GLOVIS currently leases a 20-acre site on a month-to-month basis at Tuff Shed in Ventura, located at 3355 Ventura Road. Vehicles are trucked to the Tuff Shed site on an as-needed basis and, due to the expense involved, currently only 5 acres of the 20-acre site are in use.

In the past, GLOVIS has utilized additional off-Port locations for vehicle storage, including: 1) Camarillo Airport and 2) property on Teal Club Road in Oxnard. GLOVIS is currently not utilizing any of these off-site locations for vehicle storage.

3.5 PROJECT OBJECTIVES

The Applicant has identified the following objectives for the Project.

1. Facilitate commercial success for Port clients to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 jobs in the future.
2. Reduce and consolidate, where feasible, Port vehicle customer reliance on off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicles to those locations. The consolidation of vehicle storage closer to the Port would enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement.
3. Provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

3.6 PROJECT DESCRIPTION

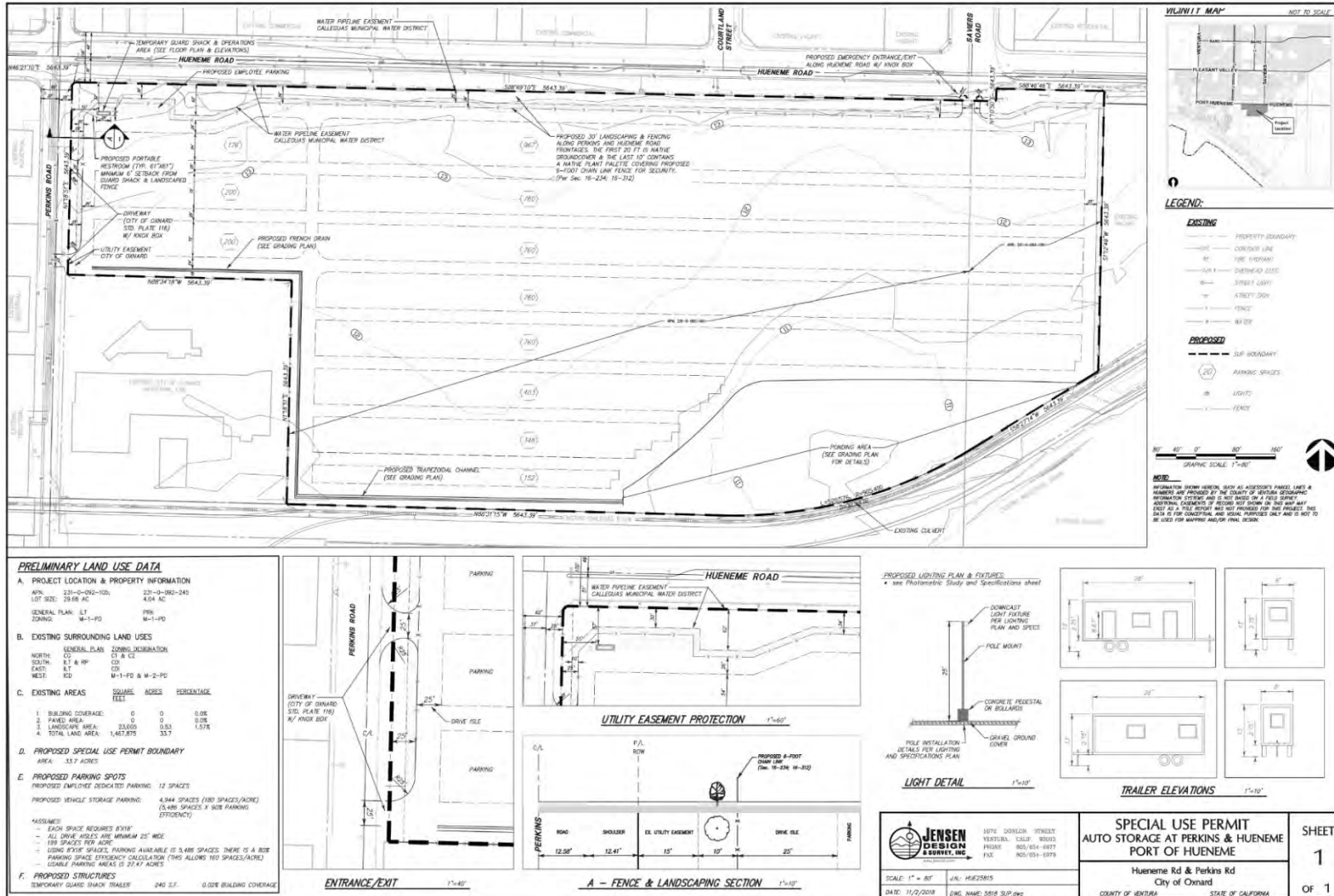
The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility (vehicle storage facility or facility) for a maximum of 5 years on the approximately 34-acre project site. As shown on Exhibit 3-7, Site Plan, the facility would include the following:

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6 feet-high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (e.g., curb cuts, apron)

The temporary outdoor vehicle storage facility includes approximately 27.5 acres to accommodate parking for up to 4,944 vehicles, which equates to a ratio of 180 spaces per acre.

The temporary outdoor storage facility is necessary because the auto shipping logistics market is highly competitive and subject to larger global economic trends. The Port of Hueneme and its customers are subject to those trends as auto industry sales rise and fall with the economy. The auto industry is predicting national car sales reductions of two to three percent annually in the next several years. The Port anticipates reductions in car throughputs as a result of this economic trend, and this project would help to create storage space for up to 30,000 cars annually, which would offset an anticipated throughput reduction of approximately the same number of vehicles.

EXHIBIT 3-7 SITE PLAN



Source: Jensen Design & Survey, Inc. (November 2018)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

The Port is seeking to facilitate the success of one of its customers, GLOVIS, so that GLOVIS' operations remain at Port Hueneme. GLOVIS does not own land near the Port and instead leases land from the United States Navy at NVBC Port Hueneme. As such, GLOVIS does not have significant land holdings tying it to the Port region. Thus, the Oxnard Harbor District is acting as project sponsor to assist GLOVIS in consolidating its current off-Port vehicle storage operations with this project to make its operations more efficient. This in turn would keep GLOVIS in the region as a Port customer and the continued employment of 167 local employees (87 of whom live in Oxnard).-Additionally, jobs for 14 new employees would be created as a direct result of this project.

New cars that would be stored at the vehicle storage facility would not require additional ships to arrive at the Port, because the current fleets of scheduled vessels have enough capacity to add cars without any need for additional vessel calls. Any increased volume of new vehicles is anticipated to be offset by the softening of the market for other auto customer vehicles moving through the Port.

SITE ACCESS

Access to the vehicle storage facility would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

In addition, one emergency access driveway at the terminus of Saviers Road at Hueneme Road would be provided. This emergency access driveway would also include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit.

GRADING AND CONSTRUCTION

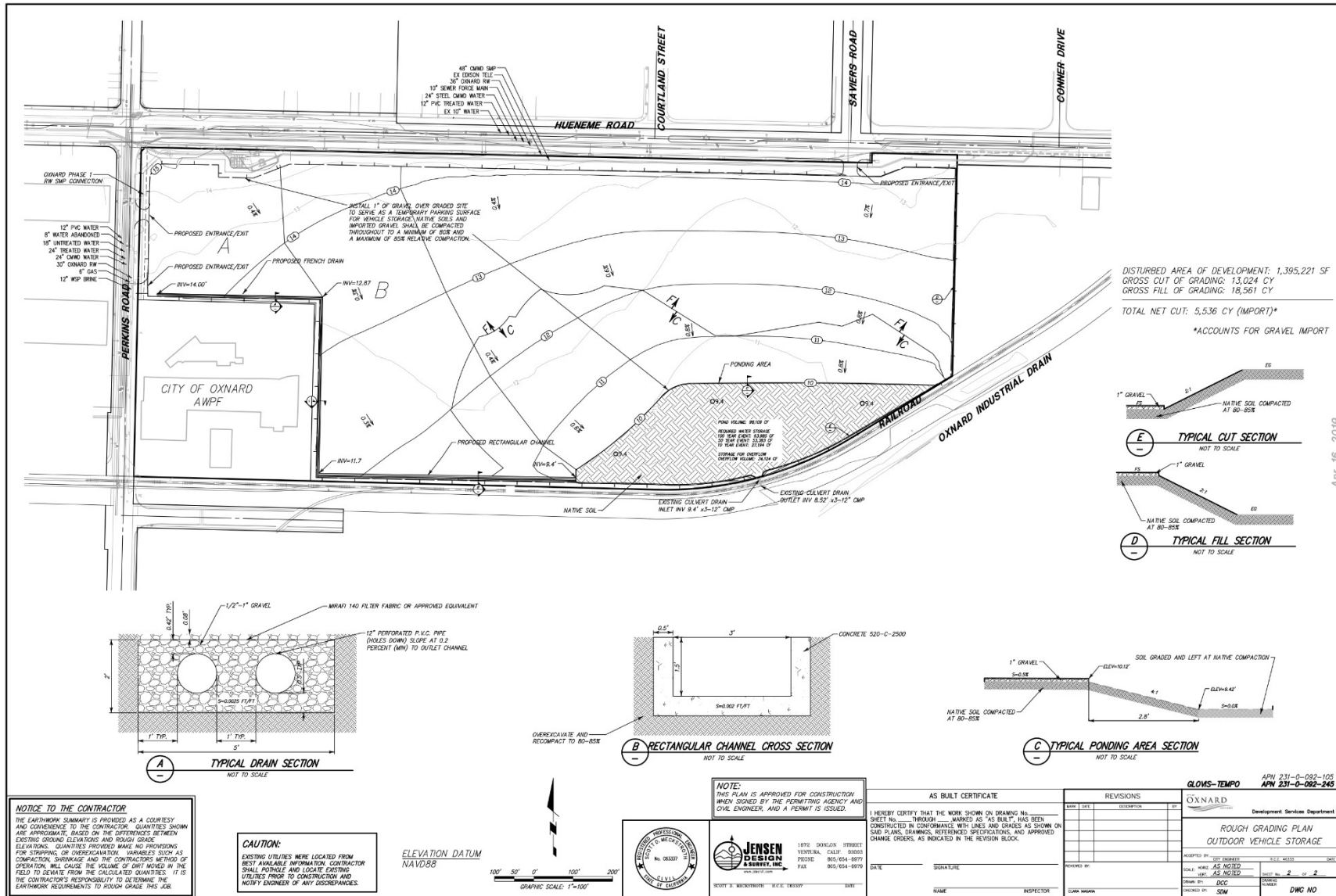
Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top 1 to 2 inches of soil to create a level surface and install gravel to serve as a temporary parking surface. In addition, the installation of site drainage infrastructure, including the stormwater detention basin, could require grading of small areas to a depth up to 24 inches (2 feet). Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import (approximately 450 dump truck trips) could be required for leveling the parking area for the cars and the stormwater detention area. Refer to *Exhibit 3-8, Rough Grading Plan*, and *Exhibit 3-9, Grading Plan Cut and Fill Depth Analysis*. The gravel would be removed upon expiration of the Special Use Permit.

The grading and construction activities are anticipated to take approximately 180 to 200 days. Grading and construction would comply with the City's requirements that no construction occur at night, on Sundays, or federal holidays, and would take place during the daytime hours of 7:00 a.m. to 6:00 p.m.

GUARD HOUSE AND RESTROOM

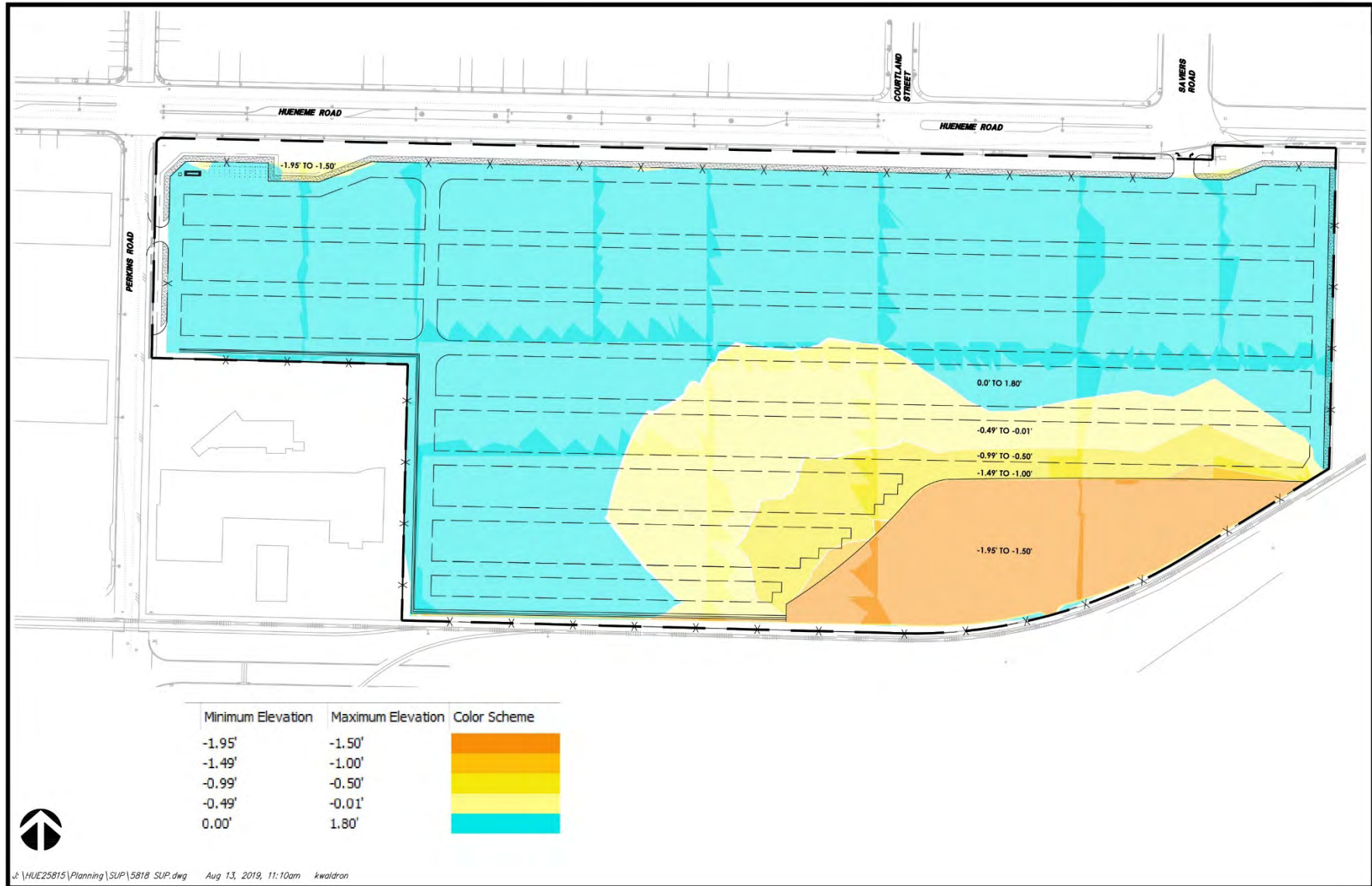
A 240-square-foot temporary guard house/office trailer would be installed to provide 24-hour security services for the temporary outdoor vehicle storage facility. In addition, one portable restroom would be installed and available only for on-site personnel, and would be serviced as needed by a waste services provider. The guard house and the portable restroom would be removed upon expiration of the Special Use Permit.

EXHIBIT 3-8 ROUGH GRADING PLAN



Source: Jensen Design & Survey, Inc. (April 2019)

EXHIBIT 3-9 GRADING PLAN CUT AND FILL DEPTH ANALYSIS



Source: Jensen Design & Survey, Inc. (April 2019)

LIGHTING

Nineteen solar powered, mobile, low-intensity LED tower light fixtures would be placed along the perimeter of the property. The light fixtures are approximately 20 feet in height and would provide security lighting for the project site that is inward facing, downcast, and shielded. The placement of the lights is intended to minimize lighting impacts to the natural habitat south of the project site and would meet the City's security and Code standards for site lighting. These mobile light fixtures would be removed upon expiration of the Special Use Permit.

SITE DRAINAGE

Engineered drainage improvements would be installed on-site along a portion of the southern boundary. There are two options for the drainage improvement: 1) an open concrete drain approximately 3 feet wide and 18 inches deep or 2) a trapezoidal grass-lined swale approximately 2 feet deep at the center and tapering up to the edges with a width of about 8 feet.

Depending on the amount of soil compaction needed to ensure a level operational surface post grading and construction, the volume of water draining to the south along the surface may vary. If sufficient infiltration of precipitation can be maintained post-compaction, the grass-lined swale would be the preferred means of conveying stormwater on the project site, because it would minimize structural changes to the ground. If the grass-lined swale were utilized, water would be able to infiltrate into the ground as it runs along the swale.

With either the grass-lined swale or the open concrete drain, the drainage improvement would direct any surface water flow it intercepts toward the stormwater detention area in the southeastern corner of the site. The drainage improvement would remain upon expiration of the Special Use Permit.

LANDSCAPING AND FENCING

The property perimeter would be screened with a 6-foot-high chain-link fence and native landscaping.

Hueneme Road

Landscaping would be planted within the property boundary along Hueneme Road. Planting would be located within an existing 30-foot street setback. The first 20 feet of landscaping would comprise native plants as groundcover, and the remaining 10 feet would be a native landscape buffer comprising larger plants abutting a 6-foot-high chain-link fence. This fencing would be located approximately 35 feet from the road edge.

Perkins Road

A 25-foot-wide utility easement runs along the property's eastern side along Perkins Road. A 10-foot-wide buffer of native landscaping would be planted along the eastern edge of this easement. This landscaping would begin 15 feet east of the property line. In addition, a 6-foot-high chain-link fence would be installed at the eastern edge of the landscaping.

Eastern Property Boundary

Inside the property line, a 10-foot-wide native landscaping buffer would be planted, and a 6-foot-high chain-link fence would be installed along the eastern property boundary.

Southern Property Boundary

Native landscaping would be planted behind the 6-foot-high chain-link fencing that would be installed along the property line. Plants would be selected to grow on the fence along this side of the property.

The Landscape Plans are provided in Appendix C.

HOURS OF OPERATION

Vehicles would be driven to and from the facility Monday through Saturday, between the hours of 7:30 a.m. and 3:30 p.m. Nighttime operations would not occur. The vehicle storage facility would be staffed 24 hours a day, 7 days a week for security purposes.

FACILITY STAFFING AND PARKING

The vehicle storage facility would be staffed by 14 employees: 3 security guards, up to 10 vehicle drivers, and 1 shuttle van driver. Vehicle-moving employees (vehicle and shuttle van drivers) would arrive at the vehicle storage facility between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards would each work an 8-hour shift, such that one security guard would remain on-site at all times. A maximum of three parking spaces would be dedicated solely for employee parking. The vehicle drivers would not park their personal vehicles at the vehicle storage facility; they would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

PROJECT OPERATIONS

Overview

The vehicle storage facility would serve as an off-site storage lot for vehicles that could not be stored at GLOVIS' current facility at NBVC Port Hueneme due to a lack of space while still allowing GLOVIS to accommodate its customers, including Hyundai, Kia, GM, and Honda, as well as electric vehicles.

The vehicles would remain at the facility for several weeks to several months, depending on market conditions. When it is necessary for GLOVIS to process the vehicles, drivers would use a van to drive from the GLOVIS facility to the vehicle storage facility, then drive each vehicle back to NBVC Port Hueneme to be processed and then transported by either truck or rail to GLOVIS customers in the United States. The vehicles would utilize the same travel route back to the GLOVIS' facility at NBVC Port Hueneme from the vehicle storage facility.

Operations

The vehicle storage facility would function under the operating scenario described below. A maximum of 240 vehicles per day would be transported to or from The Port of Hueneme to the vehicle storage facility. Most days the vehicle storage facility would see small numbers of vehicle moves. However, many days the facility would see no vehicle movements at all. All vehicles stored at this vehicle storage facility would be light duty vehicles; no trucks or diesel-powered vehicles would be stored at this facility. The rate of vehicles entering or leaving the facility would not exceed 30 cars per hour for 8 hours daily, or 240 vehicle trips (one way) per day. The vehicles would be individually driven to or from the vehicle storage facility and would not require the use of transport trucks.

It is planned that the movement of vehicles to and from the vehicle storage facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten vehicles are moved at a time by a crew of ten drivers who are transported to the cars via a shuttle van. The ten vehicle drivers and the shuttle van driver would report to The Port of Hueneme, and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the vehicles to the facility.

VEHICLE MOVEMENT

As noted above, vehicles would be individually driven to the vehicle storage facility in groups of ten at a time. No vehicle carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the vehicle storage facility would include only passenger cars and shuttle vans; no semi-trucks or other heavy transports would be used.

The typical vehicle movement operation for this facility would involve two different actions: 1) vehicles arriving at the facility and 2) vehicles leaving the facility.

Vehicles Arriving at the Facility

Vehicles to be stored at the vehicle storage facility would be driven from the vehicle processing area on Naval Base Ventura County (NBVC) Port Hueneme property, out through the NBVC Pleasant Valley gate and would head south on Ventura Road and then turn east on Hueneme Road. These vehicles would be driven east on Hueneme Road to Perkins Road where they would turn south onto Perkins Road and east into the vehicle storage facility via the access driveways on Perkins Road.

Vehicles Leaving the Facility

Vehicles stored at the vehicle storage facility would be started in groups of up to ten at a time and would be driven out of the facility and turn north onto Perkins Road. The cars would then turn west onto Hueneme Road and drive west toward the Port, where they would turn north onto Ventura Road to enter NBVC Port Hueneme at the Pleasant Valley gate and drive through to the NBVC Port Hueneme vehicle processing area. When cars leave the vehicle storage facility, they would return to NBVC Port Hueneme for processing from where they enter the existing commerce stream of delivery to auto dealers in eight western states via locomotives and car-carrier trucks. This distribution method is the same as that currently used for all automobiles that are imported through the Port, and because this vehicle storage facility would not result in an increase in the throughput of vehicles and would only keep up with existing capacities, there would be no change in the impacts associated with delivering these cars to market.

The vehicles would be stored at the vehicle storage facility, and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the facility. The entire process of driving from the Port to the vehicle storage facility and returning to the Port takes approximately 20 minutes.

PROJECT DURATION

The Applicant is requesting approval of the Special Use Permit for a maximum of 5 years. The permit would be subject to a condition of approval to require the removal of the vehicle parking area, the guard house, the portable restroom, perimeter site lighting, and gravel surface. The 6-foot-high chain-link fencing, the landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

3.7 PERMITS AND APPROVALS

Various permits, approvals, and actions by the City of Oxnard and various public agencies may be required to execute and implement the proposed project. The permits from the lead agency that are necessary include:

- City of Oxnard approval of Special Use Permit
- City of Oxnard issuance of Grading Permit
- City of Oxnard issuance of Building and Safety Permits
- City of Oxnard Fire Department approval of proposed site improvement
- City of Oxnard – water, sewer, and storm drain connection permits

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4.0 BASIS OF CUMULATIVE ANALYSIS

4.1 INTRODUCTION

CEQA Guidelines Section 15355 provides the following definition of cumulative impacts:

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

Pursuant to *CEQA Guidelines* Section 15130(a), cumulative impacts of a project shall be discussed when they are “cumulatively considerable,” as defined in *CEQA Guidelines* Section 15065(a)(3). Section 5.0, Environmental Analysis, of this EIR assesses cumulative impacts for each applicable environmental issue, and does so to a degree that reflects each impact’s severity and likelihood of occurrence.

As indicated above, a cumulative impact involves two or more individual effects. Per *CEQA Guidelines* Section 15130(b), the discussion of cumulative impacts shall be guided by the standards of practicality and reasonableness, and should include the following elements:

1. Either:
 - A. A list of past, present and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the Agency, or
 - B. A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projects may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency.
2. When utilizing a list, as suggested in paragraph (1) of subdivision (b), factors to consider when determining whether to include a related project should include the nature of each environmental resource being examined, the location of the project and its type. Location may be important, for example, when water quality impacts are at issue since projects outside the watershed would probably not contribute to a cumulative effect. Project type may be important, for example, when the impact is specialized, such as a particular air pollutant or mode of traffic.
3. Lead agencies should define the geographic scope of the area affected by the cumulative effect and provide a reasonable explanation for the geographic limitation used.
4. A summary of the expected environmental effects to be produced by those projects with specific reference to additional information stating where that information is available; and
5. A reasonable analysis of the cumulative impacts of the relevant projects, including examination of reasonable, feasible options for mitigating or avoiding the project’s contribution to any significant cumulative effects.

4.2 CUMULATIVE ANALYSIS IN THIS EIR

Table 4-1, Cumulative Projects, identifies the related projects and other possible development in the area determined as having the potential to interact with the proposed project to the extent that a significant cumulative effect may occur.

Given the specified travel route associated with the proposed project to/from The Port of Hueneme, cumulative development projects in the City of Oxnard were identified within the geographic area bound by Bard Road to the north; Ormond Lagoon Waterway/Edison Drive to the east; the Pacific Ocean to the south; and Ventura Road and other areas within the City of Port Hueneme to the west, but not within The Port of Hueneme or Naval Base Ventura County (NBVC) Port Hueneme. Additional cumulative development projects were identified by the City of Port Hueneme and in the Traffic Study for the proposed project. Thus, a total of eight cumulative development projects are listed in *Table 4-1*.

This list of projects was determined based on the scope of the proposed project, as well as the anticipated area in which the proposed project could contribute to an incremental increase in cumulatively considerable impacts, as discussed throughout Section 5.0. The implementation of each cumulative development project represented in *Table 4-1* was determined to be reasonably foreseeable by the City.

**TABLE 4-1
CUMULATIVE PROJECTS**

Map No.	Project	Description	Dwelling Unit(s)	Square Feet (Net)	Project Location
City of Oxnard					
1	Garden City	Farmworker residential housing – 24vstudio and 6 1-bedroom units	30		5600 Cypress Road Oxnard, CA
2	JBGR Investments, LLC	20 townhomes, inclusive of 4 affordable units on All Affordable Housing Opportunity Program (AAHOP) site	20		5489 Saviers Road Oxnard, CA
3	Oscar Tirado	Triplex	3		4830 Terrace Avenue Oxnard, CA
4	Johnson Apartments	Multi-family residential apartments	19		234 Johnson Road Oxnard, CA
5	Vista Pacifica	Multi-family residential	40		5557 Saviers Road Oxnard, CA
6	Pleasant Valley Plaza	Remodel existing shopping center, construct new 11,392 SF commercial/retail building		11,392	105 W Pleasant Valley Road Oxnard, CA
7	Pantoja Trucking	Warehouse/shipping facility with outdoor vehicle storage and offices		7,865	210 W Hueneme Road Oxnard, CA
City of Port Hueneme					
8	Habitat for Humanity	Five-unit condominium building for low and moderate income families	5		Northeast corner of San Pedro Street and West C Street Port Hueneme, CA
Total			117	19,257	

Sources:
 City of Oxnard, Planning Division Development Project List (June 2020)
 Oxnard Planning Division Staff Communications with Tony Stewart, Community Development Director/City Planner, City of Port Hueneme (June 2020)
 Associated Transportation Engineers, Traffic Study (May 2021)

5.0 ENVIRONMENTAL ANALYSIS

The next subsections of the Environmental Impact Report (EIR) contain detailed environmental analyses of existing conditions, proposed project impacts (including direct and indirect, short-term and long-term, and cumulative), recommended mitigation measures, and significant unavoidable impacts. This EIR analyzes those environmental issue areas as stated in the Notice of Preparation (Appendix A, Notice of Preparation) where potentially significant impacts have the potential to occur.

The EIR will examine the following environmental factors:

- 5.1 Aesthetics
- 5.2 Agriculture and Forestry Resources
- 5.3 Air Quality
- 5.4 Biological Resources
- 5.5 Cultural and Tribal Cultural Resources
- 5.6 Energy
- 5.7 Geology
- 5.8 Greenhouse Gas Emissions
- 5.9 Hazards and Hazardous Materials
- 5.10 Hydrology, Drainage, and Water Quality
- 5.11 Land Use
- 5.12 Mineral Resources
- 5.13 Noise
- 5.14 Population and Housing
- 5.15 Parks and Recreation
- 5.16 Wildfire and Fire Protection
- 5.17 Police Protection
- 5.18 Schools
- 5.19 Transportation
- 5.20 Water
- 5.21 Wastewater
- 5.22 Solid Waste

Each environmental issue is addressed in a separate section of the EIR, and is generally organized into eight sections, as follows:

- Summary
- Regulatory Setting
- Environmental Setting
- Significance Threshold Criteria
- Project Impacts and Mitigation Measures
- Cumulative Impacts and Mitigation Measures
- Significant Unavoidable Impacts
- Sources Cited

“**Summary**” provides a table summarizing the significance threshold criteria utilized in the section and the impact conclusion associated with the project.

“Regulatory Setting” describes existing regulations applicable to the project.

“Environmental Setting” describes the physical conditions that exist at the time the Notice of Preparation was released for public review and that may influence or affect the issue under investigation.

“Significance Threshold Criteria” provides the thresholds that are the basis of conclusions of significance, which are primarily the criteria in the City of Oxnard CEQA Guidelines and the CEQA Guidelines Appendix G, Environmental Checklist.

Major sources used in crafting criteria include the CEQA Guidelines; local, state, federal, or other standards applicable to an impact category; and officially established significance thresholds.

“...An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting.” (CEQA Guidelines Section 15064[b]). Principally, *“...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance”* constitutes a significant impact (CEQA Guidelines Section 15382).

“Project Impacts and Mitigation Measures”

- Project impacts are the potential environmental changes to the existing physical conditions that may occur if the proposed project is implemented.

Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range, or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts may be significant; all of the potential direct and reasonably foreseeable indirect effects are considered.

- Mitigation measures are those project-specific measures that would be required of the project to avoid a significant adverse impact; to minimize a significant adverse impact; to rectify a significant adverse impact by restoration; to reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or to compensate for the impact by replacing or providing substitute resources or environment.
- The **“Level of Significance”** identifies the impacts that will remain before and after the application of mitigation measures, if applicable, and whether the remaining impacts are or are not considered significant. When these impacts, even with the inclusion of mitigation measures, cannot be mitigated to a level considered less than significant, they are identified as “significant unavoidable impacts.”

“Cumulative Impacts and Mitigation Measures” describes potential environmental changes to the existing physical conditions that may occur with the proposed project together with all other reasonably foreseeable, planned, and approved future projects, as listed in [*Table 4-1*](#).

“Significant Unavoidable Impacts” describes impacts that would be significant, but cannot be feasibly mitigated to less than significant, so would be unavoidable. To approve a project with unavoidable significant impacts, the lead agency must adopt a Statement of Overriding Considerations. In adopting

such a statement, the lead agency is required to balance the benefits of a project against its unavoidable environmental impacts in determining whether to approve the project. If the benefits of a project are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered “acceptable” and the project approved (CEQA Guidelines Section 15093[a]).

“Sources Cited” identifies the sources utilized in the section.

ADDITIONAL CLARIFICATION FOR THE READER

For the “Project Impacts and Mitigation Measures” and “Cumulative Impacts and Mitigation Measures” sections, the analysis will include the following.

- Introductory Statement and Threshold Number(s). The threshold numbers will be cited within parentheses ().
- Impact Analysis
- Level of Significance Before Mitigation
- Mitigation Measures
- Level of Significance After Mitigation

The introductory statement is not the impact conclusion associated with the proposed project. The impact conclusion will be noted in the Level of Significance After Mitigation.

EXAMPLE OF IMPACT ANALYSIS

Implementation of the proposed project could result in the risk of loss, injury, or death due to strong seismic ground shaking (Threshold GEO-X).

Impact Analysis

Impact analysis text.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

MM GEO-# Mitigation measure text.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation Incorporated.

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5.1 AESTHETICS

5.1.1 Summary

The table below summarizes the significance threshold criteria utilized in the aesthetics analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold AES-1: Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents.</i>			X	
<i>Threshold AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard.</i>				X
<i>Threshold AES-3: Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents.</i>		X		
<i>Threshold AES-4: Add to or compound an existing negative visual character associated with the project site.</i>				X
<i>Threshold AES-5: Create a source of substantial light or glare that would adversely affect day or nighttime views in the area.</i>			X	

Cumulative aesthetics impacts were concluded to be Less Than Significant.

5.1.2 Regulatory Setting

STATE

State Scenic Highway Program

The State Scenic Highway Program, created by the California Legislature in 1963, was established to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A scenic highway is designated under this program when a local jurisdiction adopts a scenic corridor protection program, applies to the California Department of Transportation (Caltrans) for scenic highway approval, and receives notification from Caltrans that the highway has been designated as a Scenic Highway. When a City or County nominates an eligible scenic highway for official

designation, it defines the scenic corridor, which is land generally adjacent and visible to a motorist on the highway. State laws governing the Scenic Highway Program are found in the *Streets and Highways Code*, Sections 260 through 263.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Community Development Chapter* (Chapter 3) and the *Environmental Resources Chapter* (Chapter 5) are listed below.

Community Development Chapter

Urban Design

- Goal CD-9 A high quality visual image and perception of the City.
- Policy CD-9.4 *View Corridor Preservation.* Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.

Environmental Resources Chapter

Aesthetic, Scenic, and Landscape Resources

- Goal ER-6 Protected and enhanced natural setting and scenic resources.
- Policy ER-6.1 Incorporate Views in New Development. Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors.
- Policy ER-6.5 Control of Lighting and Glare. Require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.

Landscaping and Trees

- Goal ER-10 Enhanced landscape quality with an emphasis on landscape practices, management and plant species that are appropriate to Oxnard and its coastal climate.
- Policy ER-10.1 Promote Use of Native and Water Wise Plants. Promote the development of a native, drought-tolerant landscape character throughout the City that re-enforces a unified and cohesive landscape character and discourage plants that are invasive or problematic in other ways as determined by the City’s landscape architect.

CITY CODE

Chapter 16: Zoning Code

City Code Chapter 16: Zoning Code is the zoning ordinance for the City, and is the principal means through which the City’s General Plan is implemented. For each defined zoning district, the Zoning Code identifies the permitted uses and applicable development standards (e.g., density, height, parking, landscaping requirements).

5.1.3 Environmental Setting

DEFINITION OF TERMS

To provide context for the analysis presented below, a discussion of general definitions is necessary. Terms to be discussed include “viewsheds” and “visual quality,” both key factors in addressing impacts to aesthetics and views. The environmental setting also generally describes those resources that are regionally significant and lists the designated scenic highways, byways, and vista points.

The aesthetic value of an area is a measure of its visual character and quality, combined with the viewer response to the area. The scenic quality component can best be described as the overall impression that an individual viewer retains after driving through, walking through, or flying over an area. Viewer response is a combination of viewer exposure and viewer sensitivity. Viewer exposure is a function of the number of viewers, the number of views seen, the distance of the viewers, and the viewing duration. Viewer sensitivity relates to the extent of the public’s concern for particular viewsheds. These terms and criteria are described in detail below.

Viewshed

A viewshed is a geographic area composed of land, water, biotic, and/or cultural elements that may be seen from one or more viewpoints and has inherent scenic qualities and/or aesthetic value as determined by those who view it. The extent of a viewshed can be limited by a number of intervening elements, including trees and other vegetation, built structures, or topography such as hills and mountains.

Viewsheds can be adversely affected by the urbanization of natural areas, including prominent slopes or woodlands. Viewsheds are also sensitive to adverse changes in air quality since smog obscures long-range visibility.

Visual Quality

Visual quality refers to the character of the landscape, which generally gives visual value to a setting. It is useful to think of scenic resources in terms of “typical views” seen throughout an area, because scenic resources are rarely encountered in isolation. A typical view may include several types of scenic resources, including natural and man-made elements. It is also important to distinguish between public and private views. Private views are views seen from privately owned land and are typically viewed by individual viewers, including views from private residences.

Public views are experienced by the collective public. These include views of significant landscape features, as seen from public viewing spaces, not privately owned properties. Therefore, for this environmental analysis, only public views are considered in analyzing the visual impacts of the proposed project.

Types of Views

The term “views” generally refers to visual access to, or the visibility of, a particular sight from a given vantage point or corridor. Focal views are those targeting a particular object, scene, setting, or feature of visual interest. Panoramic views or vistas, on the other hand, provide visual access to an expansive geographic area, for which the field of view is often wide and extends into the distance. Examples of focal views include distinct natural landforms, public art, landmarks, and individual buildings. Examples of panoramic views might include an urban skyline, a valley, a mountain range, the ocean, and other bodies of water.

Light and Glare

For the purpose of this analysis, “light” refers to light emission, or the degree of brightness, generated by a given source. Artificial lighting may be generated from point sources (i.e., focused points of origin representing unshielded light sources) or from indirectly illuminated sources of reflected light. Light may be directed downward to illuminate an area or surface, cast upward into the sky and refracted by atmospheric conditions (skyglow), or cast sideways and outwards onto off-site properties (overspill). Skyglow and overspill are considered forms of light pollution.

Lighting effects are associated with the use of artificial light during the evening and nighttime hours. There are two primary sources of light: light emanating from building interiors passing through windows, and light from exterior sources (e.g., street lighting, building illumination, security lighting, parking lot lighting, and landscape lighting). Light introduction can be a nuisance to adjacent residential areas, diminish the view of the clear night sky, and if uncontrolled, can cause disturbances. Uses such as residences and hotels are considered light sensitive since occupants have expectations of privacy during evening hours and may be subject to disturbance by bright light sources. Light spill is typically defined as the presence of unwanted light on properties adjacent to the property being illuminated. With respect to lighting, the degree of illumination may vary widely depending on the amount of light generated, including, but not limited to, height of the light source, presence of barriers or obstructions, type of light source, and weather conditions.

The effects of nighttime lighting are contextual and depend upon the light source’s intensity, its proximity to light-sensitive land uses (i.e., sensitive receptors such as residential units and schools), and the existing lighting environment in the vicinity of a project site. The primary sources of nighttime illumination include street lighting, security lighting, and other types of outdoor lighting on commercial and residential properties, surface-parking illumination, and illuminated commercial signage. Nighttime lighting can impact views, alter the nature of community or neighborhood character, or illuminate a sensitive land use. Nighttime illumination of sensitive receptors also may adversely affect certain land use functions, such as those of a residential or institutional nature, since such uses are typically occupied during evening hours and can be disturbed by bright lights.

“Glare” or “unwanted source luminance” is defined as focused, intense light directly emanated by a source or indirectly reflected by a surface from a source. Daytime glare typically is caused by the reflection of sunlight from highly reflective surfaces at or above eye level. Reflective surfaces generally are associated with buildings clad with broad expanses of highly polished surfaces or with broad, light-colored areas of paving. Daytime glare generally is most pronounced during early morning and late afternoon hours when the sun is at a low angle and potential exists for intense reflected light to interfere with vision and driving conditions. Daytime glare also may hinder outdoor activities conducted in surrounding land uses, such as sports. Sunlight reflecting off a reflective surface can result in glare effects and unsafe visual conditions

that may interfere with the vision of motorists operating vehicles in the proximity or that may otherwise generally degrade scenic views. Glare can also be produced during evening and nighttime hours by the reflection of artificial light sources such as automobile headlights. Glare-sensitive uses include residences, hotels, transportation corridors, and aircraft landing corridors.

According to the American National Standards Institute (ANSI)/Illuminating Engineering Society (IES) RP-16-17 Nomenclature and Definitions for Illuminating Engineering, glare is defined as “The sensation produced by luminance’s within the visual field³ that are sufficiently greater than the luminance⁴ to which the eyes are adapted to cause annoyance, discomfort, or loss in visual performance⁵ or visibility” where “The magnitude of the sensation of glare depends on such factors as the size, position and luminance of a source; the number of sources; and the luminance to which the eyes are adapted.”

SCENIC VIEWS AND VISTAS

Scenic vistas are panoramic views of natural features, such as mountains, oceans or lakes, or forests. The City of Oxnard lies within the Oxnard Plain, a large coastal plain in southwest Ventura County surrounded by the mountains of the Transverse ranges. The Oxnard Plain encompasses approximately 200 square miles and its 16.5-mile-long coastline is among the longest stretches of continuous, linear beaches in California.

The City’s western and southern edges are framed by the Pacific Ocean; the northern edge is bounded by the Santa Clara River, and the northeastern and eastern sides by agricultural lands that comprise the Oxnard-Camarillo Greenbelt. The topography of the City is relatively flat.

The City is defined by several natural and human-made aesthetic resources, including open spaces, beaches and coastline, agricultural areas, low rise commercial and residential development, as well as tall buildings that are visible in the City’s skyline. Roadways also serve as important view corridors in the City. Many roadways traverse key scenic areas (e.g., coastal areas) and provide travelers with a variety of views.

There are no *2030 General Plan* designated scenic views or vistas within the City.

Beaches and Coastline. The beaches and coastline are recognized as the City’s primary natural scenic resource, with three state beaches located within the City: McGrath State Beach, Oxnard State Beach, and Mandalay Beach State Park. Local and state beaches provide unique views of the Pacific Ocean and the offshore Channel Islands on clear days. Other visual resources in the Coastal Zone include tall sand dunes near the Mandalay Beach and the wetlands in the Ormond Beach area; though they are largely undeveloped and difficult to access. To preserve the aesthetic quality of the coastline, the City’s Coastal Land Use Plan greatly regulates development along the Coastal Zone.

3 Illuminating Engineering Society, definition of visual field: [visual field – Illuminating Engineering Society \(ies.org\)](https://www.ies.org/visual-field), accessed January 14, 2021.

4 Illuminating Engineering Society, definition of luminance: [luminance – Illuminating Engineering Society \(ies.org\)](https://www.ies.org/luminance), accessed January 14, 2021.

5 Illuminating Engineering Society, definition of visual performance: [visual performance – Illuminating Engineering Society \(ies.org\)](https://www.ies.org/visual-performance), accessed January 14, 2021.

Scenic Highways/Roadways. The City, in conjunction with Ventura County and the City of Port Hueneme, has selected routes for the City’s Scenic Highway System. These routes are summarized below:

1. Los Angeles Avenue through Oxnard’s Sphere of Influence
2. Vineyard Avenue between Los Angeles Avenue and Patterson Road
3. Oxnard Boulevard/Pacific Coast Highway between U.S. 101 (Ventura Freeway) and Point Mugu
4. Victoria Avenue between the Santa Clara River and Channel Islands Boulevard, continuing east on Channel Islands Boulevard to Victoria Avenue
5. U.S. 101 through Oxnard’s Sphere of Influence
6. Fifth Street between Mandalay Beach Road and Revolon Slough
7. Central Avenue between Vineyard Avenue and Santa Clara Avenue
8. Santa Clara Avenue between U.S. 101 and the Sphere of Influence boundary
9. Gonzales Road between Harbor Boulevard and Del Norte Boulevard
10. Wooley Road between Harbor Boulevard and Rice Avenue
11. Channel Islands Boulevard between Ventura Road and Rice Avenue
12. Pleasant Valley Road between Port Hueneme City limits and State Route 1 (Pacific Coast Highway)
- 13. Hueneme Road between Port Hueneme City limits and State Route 1 (Pacific Coast Highway)⁶**
14. Del Norte Boulevard between U.S. 101 and Fifth Street
15. Rose Avenue between U.S. 101 and State Route 1 (Pacific Coast Highway)
16. Rice Avenue between U.S. 101 and State Route 1 (Pacific Coast Highway)
17. Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
18. Ventura Road between U.S. 101 and Teakwood Street
19. Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
20. Doris Avenue between Victoria Avenue and Patterson Road

Typical motorist views throughout the City range from foreground (0 to ½ mile) to middle ground (½ to 2 miles) to background (greater than 2 miles). Owing to the flat topography, views within the urban center are generally limited to foreground elements such as houses, stores, factories, and streetscapes. However, background views of the Coastal Mountain Range are also possible along roadways in the vicinity of the project site, including Hueneme Road.

The project site is bordered on the north by Hueneme Road, a scenic route in the vicinity of the project site (see number 13 above).

STATE SCENIC HIGHWAYS

The State Scenic Highway Program includes a list of highways that are either currently designated as scenic highways by the State or are eligible for that designation. The California Department of Transportation (Caltrans) does not identify any designated or eligible scenic highways within the City of Oxnard.⁷ Therefore, the project site is not located in the viewshed of a state scenic highway.

⁶ Hueneme Road is shown in bold, as the project site is located along this designated scenic highway/roadway.

⁷ California Department of Transportation, Scenic Highways, List of Eligible and Officially Designated State Scenic Highways (August 2019), accessed on December 17, 2020. https://dot.ca.gov/-/media/dot-media/programs/design/documents/desig-and-eligible-aug2019_a11y.xlsx

VISUAL SETTING/QUALITY

On-Site Character and Uses

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between 5 and 10 feet. The project site has been previously disturbed and shows evidence of historical agricultural use (e.g., discing scars) with little to no vegetation on disturbed areas. The vegetation present on-site includes both native and invasive species.

The project site is located just outside the coastal zone. The coastal zone boundary runs along the western site boundary and part of the southern site boundary.

Off-Site Character and Uses

Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road; the City of Oxnard Advanced Water Purification Facility (AWPF), the Ventura County Railway (VCRR), and the Ormond Lagoon Waterway to the south; and permitted coastal-dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and future wetland restoration to the south.

The project site is approximately 0.7 miles north of Ormond Beach and the Pacific Ocean. However, there are no direct views of the beach or the ocean from the project site due to similar elevations, intervening buildings, and/or sand dunes.

5.1.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this section. Accordingly, aesthetics impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following.

- *Threshold AES-1:* Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents.
- *Threshold AES-2:* Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard.
- *Threshold AES-3:* Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents.
- *Threshold AES-4:* Add to or compound an existing negative visual character associated with the project site.
- *Threshold AES-5:* Create a source of substantial light or glare that would adversely affect day or nighttime views in the area.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation

measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.1.5 Project Impacts and Mitigation Measures

PROJECT OVERVIEW

The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility for a maximum of 5 years on the approximately 34-acre project site. The facility would include the following.

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6 feet high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (e.g., curb cuts, apron)

SCENIC VISTA/IMPORTANT VIEW CORRIDOR

Implementation of the proposed project could have an adverse effect on a scenic vista or important view corridor (Threshold AES-1).

Impact Analysis: The *City of Oxnard General Plan Background Report* identifies Hueneme Road as a City-designated scenic highway/roadway between the City of Port Hueneme City limits and State Route 1 (Pacific Coast Highway). The project site is immediately south of Hueneme Road within the identified area, and as such, is required to have a 30-foot buffer between Hueneme Road and site development. To comply with this requirement, native landscape planting would be located within an existing 30-foot street setback. The first 20 feet of landscaping would be comprised of native plants as groundcover, and the remaining 10 feet would be a native landscape buffer comprising larger plants abutting a 6-foot-high chain-link fence. This fencing would be located approximately 35 feet from the road edge. In addition, native landscaping would be planted within a 20-foot buffer along Perkins Road, a 10-foot buffer along the eastern boundary, and behind the 6-foot-high chain-link fencing along the southern boundary.

The proposed project also includes a temporary guard house and a restroom, site lighting, and a gravel parking lot, which would be removed upon expiration of the Special Use Permit. All of these uses are screened by the 6-foot-high chain-link fencing and native landscaping along the entirety of the site's boundary. The fencing and the landscaping along the site's perimeter screen views of the site from Hueneme Road, a City-designated Scenic Highway/Roadway.

Also, the proposed project would not block background views of the mountains from Hueneme Road. Nor would the proposed project block views of Ormond Beach or the Pacific Ocean from Hueneme Road given the similar elevations, intervening buildings, and/or sand dunes. Thus, implementation of the proposed project would have less than significant impacts to views from a City-designated Scenic Highway/Roadway or an important view corridor.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

SCENIC RESOURCES

Implementation of the proposed project could substantially damage scenic resources within a state scenic highway or scenic route identified by the County of Ventura or City of Oxnard (Threshold AES-2).

Impact Analysis: The *City of Oxnard General Plan Background Report* does not identify any State Scenic Highways in the City, nor any scenic resources, such as trees, rock outcroppings, or historic buildings within a State Scenic Highway.

The project site is bordered by Hueneme Road to the north, which is a designated Scenic Highway/Roadway by the City of Oxnard and Ventura County. The project site is vacant and undeveloped. No scenic resources are located on or near the project site. Thus, implementation of the proposed project would have no impact on scenic resources on or within a State Scenic Highway or a route identified as scenic by the City of Oxnard or the County of Ventura.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

VISUAL CHARACTER/QUALITY

Implementation of the proposed project could substantially degrade the visual character/quality of the site and its surroundings (Threshold AES-3).

Impact Analysis: The project site is vacant and undeveloped, but has been previously disturbed and shows evidence of historical agricultural use (e.g., discing scars). There is little to no vegetation on disturbed areas, and the site's topography is flat at an elevation that ranges between 5 and 10 feet.

A 240-square-foot temporary guard house would be installed to provide 24-hour security services for the temporary outdoor vehicle storage facility. The guard house dimensions are 28 feet wide by 8 feet deep. The guard house structure is 10.25 feet high and would be raised by 2.75 feet for a total height of 13 feet.

In addition, the property perimeter would be screened with a 6-foot-high chain-link fence and native landscaping to screen potential visual character impacts of the site. Additional landscaping and fencing details are provided below, and in Appendix C, Landscape Plans.

HUENEME ROAD

Landscaping would be planted within the property boundary along Hueneme Road. Planting would be located within an existing 30-foot street setback. The first 20 feet of landscaping would comprise native plants as groundcover, and the remaining 10 feet would be a native landscape buffer comprising larger plants abutting a 6-foot-high chain-link fence. Fast-growing plants⁸ that mature quickly would be planted to grow on the chain-link fencing. This fencing would be located approximately 35 feet from the road edge.

PERKINS ROAD

A 25-foot-wide utility easement runs along the property's eastern side along Perkins Road. A 10-foot-wide buffer of native landscaping would be planted along the eastern edge of this easement. This landscaping would begin 15 feet east of the property line. In addition, a 6-foot-high chain-link fence would be installed at the eastern edge of the landscaping. Fast-growing plants that mature quickly would be planted to grow on the chain-link fencing.

EASTERN PROPERTY BOUNDARY

Inside the property line, a 10-foot-wide native landscaping buffer would be planted and a 6-foot-high chain-link fence would be installed along the eastern property boundary. Fast-growing plants that mature quickly would be planted to grow on the chain-link fencing.

SOUTHERN PROPERTY BOUNDARY

Native landscaping would be planted behind the 6-foot-high chain-link fencing that would be installed along the property line. Fast-growing plants that mature quickly would be selected to grow on the fence along this side of the property.

The proposed native landscaping and fencing would screen the guard house and vehicles stored on-site from passing motorists on Hueneme Road and Perkins Road. The on-site buildings and improvements would be removed after expiration of the Special Use Permit, while all native landscaping and fencing would remain following expiration of the Special Use Permit.

Visual simulations were prepared for the proposed project illustrating existing views and simulations of the proposed project from two locations: 1) Perkins Road and Hueneme Road and 2) Saviers Road and Hueneme Road. Refer to *Exhibit 5.1-1, Perkins Road and Hueneme Road – Existing View*; *Exhibit 5.1-2, Perkins Road and Hueneme Road – Proposed Project View Simulation*; *Exhibit 5.1-3, Saviers Road and Hueneme Road – Existing View*; and *Exhibit 5.1-4, Saviers Road and Hueneme Road – Proposed Project View Simulation*.

As shown on the simulations, the proposed fencing and landscaping, along with the landscape buffers along both Perkins Road and Hueneme Road improve the public view of the project site from adjacent roadways, including Perkins Road, Hueneme Road, and Saviers Road. In addition, the proposed fencing and landscaping provide adequate screening of public views of the project site from off-site industrial, commercial, residential, and open space uses.

⁸ Fast growing plants average over 25 inches (2+ feet) of growth per year.

IMPACT CONCLUSION

The proposed project includes a temporary outdoor vehicle storage facility on approximately 34 acres of vacant and undeveloped land that is surrounded by urban development with industrial, commercial, and residential to the north, immediate south, and immediate west, and open space uses to the south. These existing site conditions and surrounding uses define the visual character of the project site and the surrounding area.

The Hueneme Industrial Park, shopping center, and the City of Oxnard Advanced Water Purification Facility (AWPF) are established uses in the project area, and the proposed project would be compatible with surrounding development, as the proposed use is allowed in the M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone) zone.

The proposed project is considered infill development given the existing urban development noted in the previous paragraph, and would operate under a Special Use Permit for a maximum of 5 years. Prior to the expiration of the Special Use Permit, the perimeter fencing and the native landscaping would remain, while all other physical development on the site would be removed.

While the proposed project incorporates screening and landscape measures, it is important that the proposed measures are properly installed and maintained. Thus, visual character/quality impacts are considered potentially significant. The proposed project would be subject to Standard Conditions SC AES-1 through SC AES-7 that require landscape and irrigation plans, and the proper installation and maintenance of site landscaping and irrigation systems in compliance with *City Code* Section 16-165, and Mitigation Measures MM AES-1 through MM AES-4 that ensure the site landscaping and the fencing provide adequate screening. Thus, implementation of the proposed project would have less than significant visual character/quality impacts with compliance with Standard Conditions SC AES-1 through SC AES-7 and Mitigation Measures MM AES-1 through MM AES-4.

Level of Significance Before Mitigation

Potentially Significant Impact.

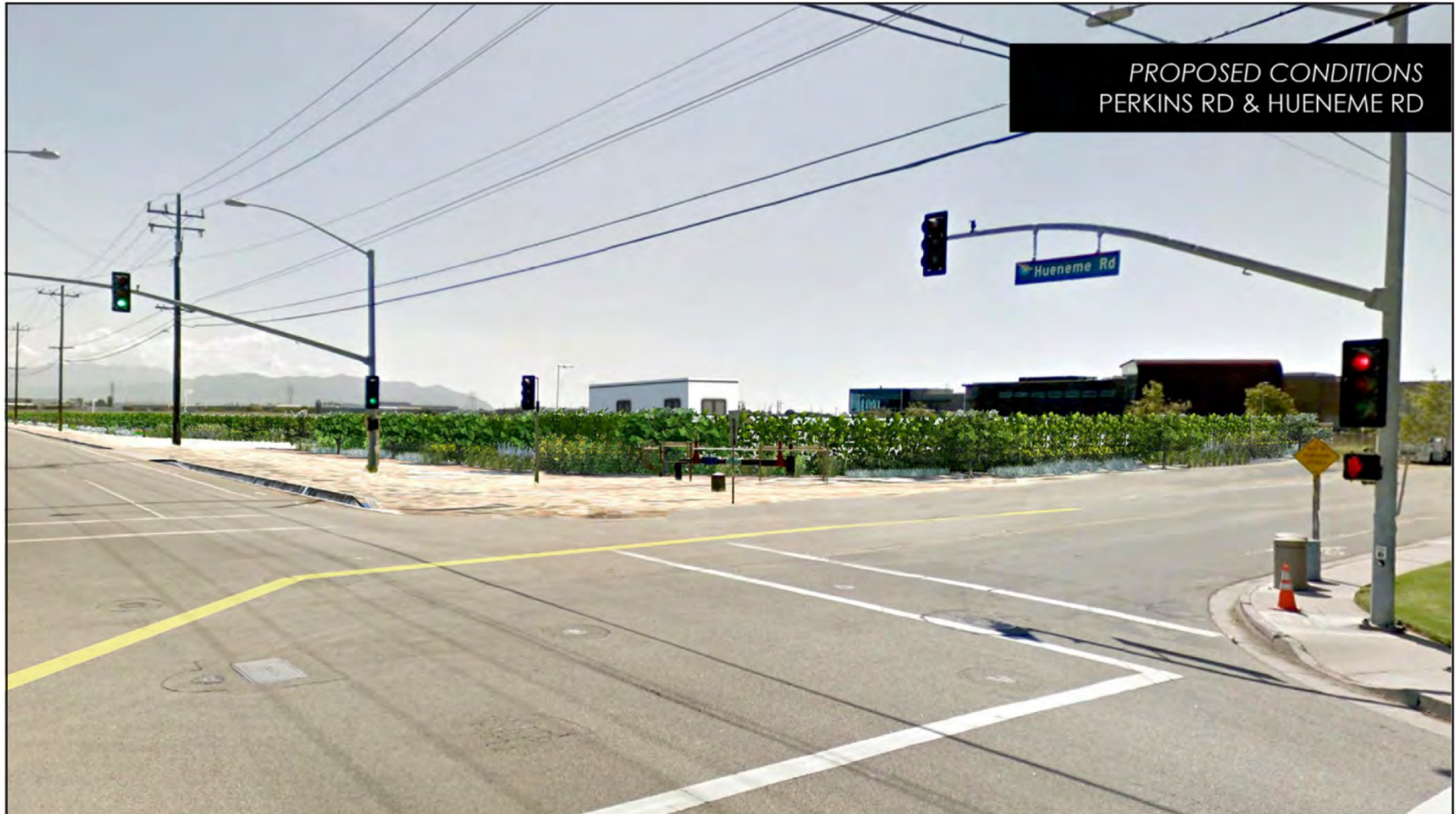
EXHIBIT 5.1-1 PERKINS ROAD AND HUENEME ROAD – EXISTING VIEW



Source: Jensen Design & Survey, Inc. (August 2018)

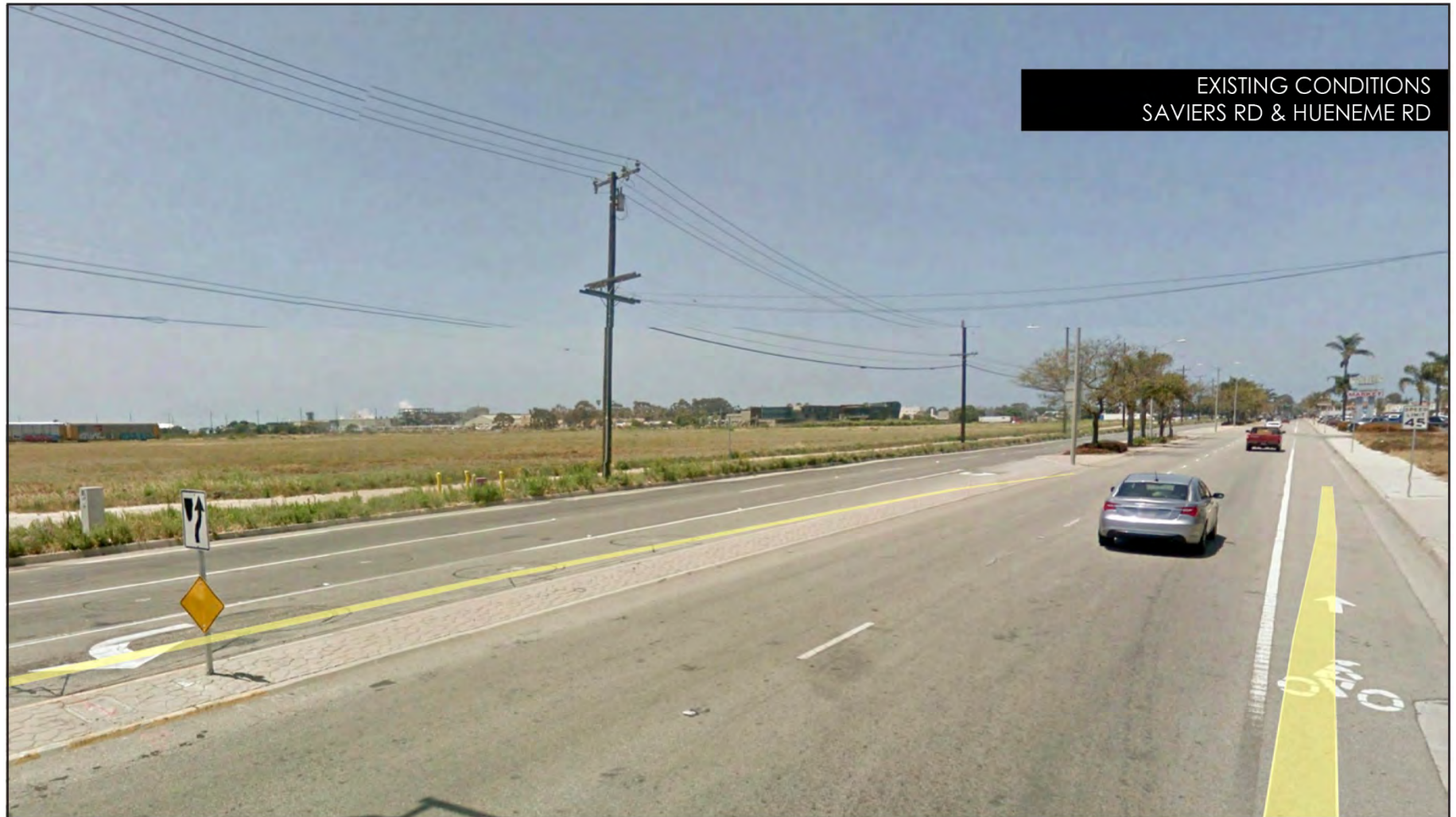
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EXHIBIT 5.1-2 PERKINS ROAD AND HUENEME ROAD – PROPOSED PROJECT VIEW SIMULATION



Source: Jensen Design & Survey, Inc. (August 2018)

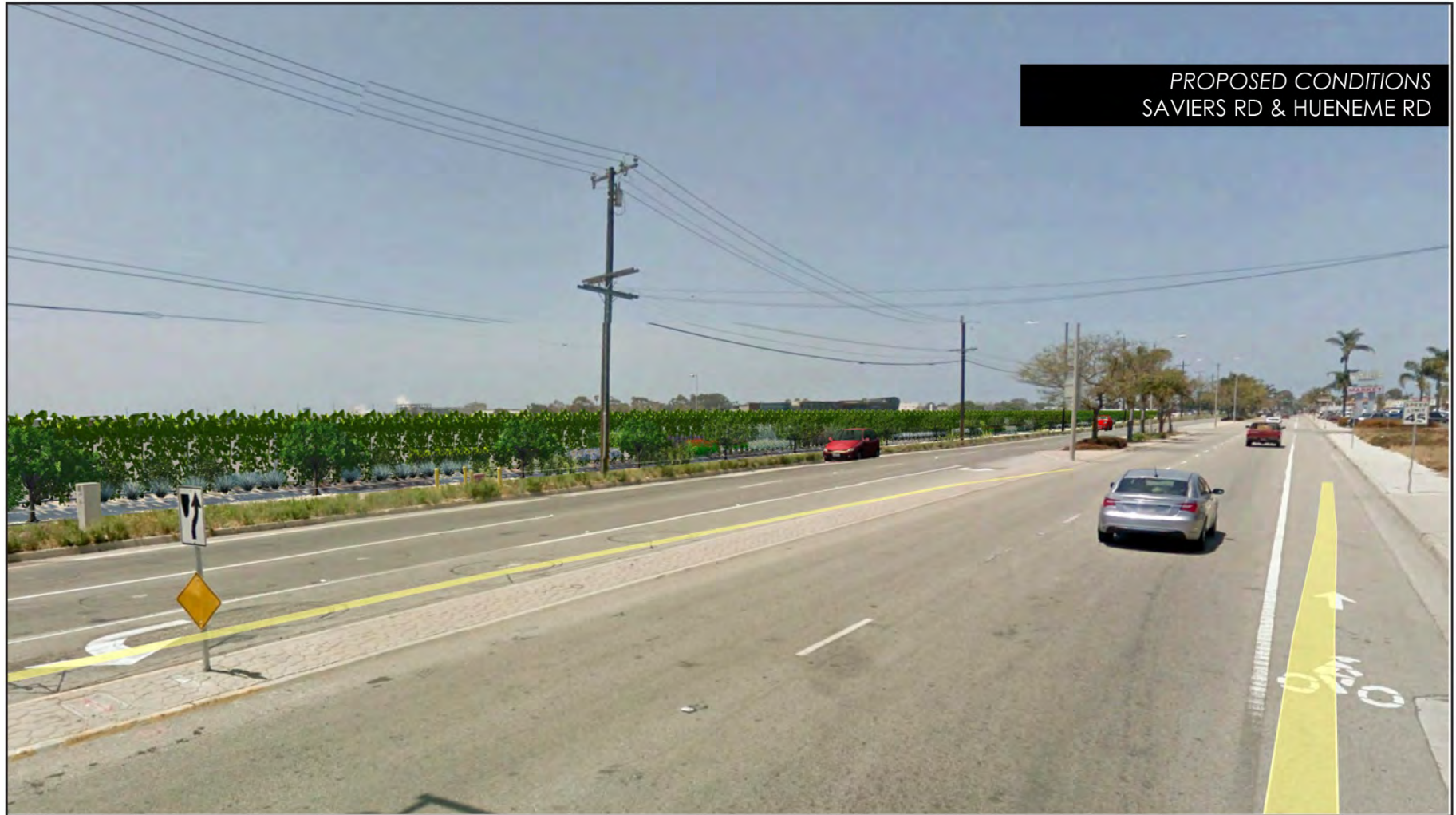
EXHIBIT 5.1-3 SAVIERS ROAD AND HUENEME ROAD – EXISTING VIEW



Source: Jensen Design & Survey, Inc. (August 2018)

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EXHIBIT 5.1-4 SAVIERS ROAD AND HUENEME ROAD – PROPOSED PROJECT VIEW SIMULATION



Source: Jensen Design & Survey, Inc. (August 2018)

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Standard Conditions

- SC AES-1 Prior to the issuance of building permits, the Applicant shall submit two copies of landscape and irrigation plans, along with appropriate permit application and fees, to the Development Services Division and obtain approval of such plans.
- SC AES-2 Prior to the issuance of a certificate of occupancy, the Applicant shall install landscape and automatic irrigation systems.
- SC AES-3 Prior to the issuance of a certificate of occupancy, the Applicant shall provide a watering schedule to the site manager and to the Planning Division or designee. The irrigation system shall include automatic rain shut-off devices, or instructions on how to override the irrigation system during rainy periods.
- SC AES-4 The Applicant shall install an irrigation system that includes a water sensor shut-off device as a water conservation measure.
- SC AES-5 All trees planted or placed on the property by the Applicant shall be a minimum of 24-inch-box size. All shrubs and vines shall be at least five-gallon size, except as otherwise specified by the Special Use Permit.
- SC AES-6 The Applicant shall properly maintain landscape planting and all irrigation systems as required by the City Code and as specified by Special Use Permit for the life of the project. Failure of the Applicant to do so may result in the revocation of this permit and initiation of legal proceedings against Applicant to ensure compliance.
- SC AES-7 The Applicant agrees that the project has aesthetic impacts arising from conversion of undeveloped land to developed land, which the landscaping improvements for the project are intended to mitigate. The Applicant further agrees that the landscaping improvements must be maintained for the life of the permit in order to continue to mitigate such impacts.

Mitigation Measures

- MM AES-1 The Applicant shall install chain-link fencing with top and bottom rails to provide support for plants.
- MM AES-2 In locations where chain-link gates are proposed and plants cannot grow, the Applicant shall install either privacy slats on the chain-link gates or solid gates to block views onto the site.
- MM AES-3 Prior to vegetation maturation that effectively buffers views onto the project site, the Applicant shall install screening fabric on the chain-link fencing or other alternative temporary measures approved by the City to fill gaps in the vegetation.
- MM AES-4 The Applicant shall provide visual screening of the existing water utility structure/chain-link fence enclosure on the southeast corner of Hueneme Road and Perkins Road complementary to the screening established with the project.

Level of Significance After Mitigation

Less Than Significant Impact with Mitigation Incorporated.

NEGATIVE SITE VISUAL CHARACTER

Implementation of the proposed project could add to or compound an existing negative visual character associated with the project site (Threshold AES-4).

Impact Analysis: Negative visual character includes, but is not limited, to urban blight or nuisances as identified in the *City Code*. Urban blight refers to the deterioration and decay of buildings and older areas of a city where buildings/properties are not maintained and become run-down, abandoned, or condemned.

The project site was historically used for agricultural purposes, which disturbed the land. Any on-site vegetation is considered ruderal, which includes weedy and commonly introduced plants growing where the natural vegetational cover has been disturbed by humans. The existing visual character of the site reflects that the site is currently vacant and undeveloped with ruderal vegetation. The existing visual character of the site is not considered to be negative.

The temporary outdoor vehicle storage facility includes a temporary guard house and a restroom, site lighting, and a gravel parking lot, which would be removed upon expiration of the Special Use Permit. All of these uses are screened by the 6-foot-high chain-link fencing and native landscaping along the entirety of the site's boundary, which would remain in place upon expiration of the Special Use Permit. The fencing and the native landscaping along the site's perimeter screens views of the site from Hueneme Road and Perkins Road, which would enhance the visual character of the site. Thus, implementation of the proposed project would have no impacts related to adding to or compounding an existing negative visual character associated with the project site.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

LIGHT AND GLARE

Implementation of the proposed project could create a source of substantial light or glare, which could affect daytime and/or nighttime views in the area (Threshold AES-5).

Impact Analysis: Land uses immediately surrounding the project site include Hueneme Road and commercial uses to the north; the City of Oxnard Advanced Water Purification Facility (AWPF), the Ventura County Railway (VCRR), Ormond Lagoon Waterway, and open space land owned by The Nature Conservancy to the south; vacant land proposed for trailer truck storage to the east; and Perkins Road and permitted coastal dependent industrial uses to the west.

Currently, there is no lighting on-site, but street lighting exists within adjacent roadways and lighting for adjacent industrial and commercial uses. Along the Hueneme Road project frontage, street lighting is currently provided within the northern right of way and the road's center median. Along the Perkins Road project frontage, street lighting is currently provided within the western right of way. Street lights are

currently in place on all four corners of the Hueneme Road and Perkins Road intersection. In addition, there are no structures on-site; thus, there are no on-site reflective surfaces producing glare.

Lighting and glare during construction and project operations have the potential to impact these adjacent uses.

CONSTRUCTION IMPACTS

Construction activities are anticipated to occur during the day hours; however, if nighttime security lighting is required, it would be limited to providing lighting only within the project boundaries and not to any nearby properties or open space areas. Thus, the proposed project would result in short-term light and glare impacts during the construction period. These nighttime lighting impacts are temporary in nature, and would cease upon completion of construction.

The proposed project would install a 240-square-foot temporary guard house/office trailer and one portable restroom. These facilities would not be constructed with highly reflective surfaces; thus, no glare impacts would occur during construction.

Thus, less than significant light impacts and no glare impacts would occur during construction.

OPERATIONAL IMPACTS

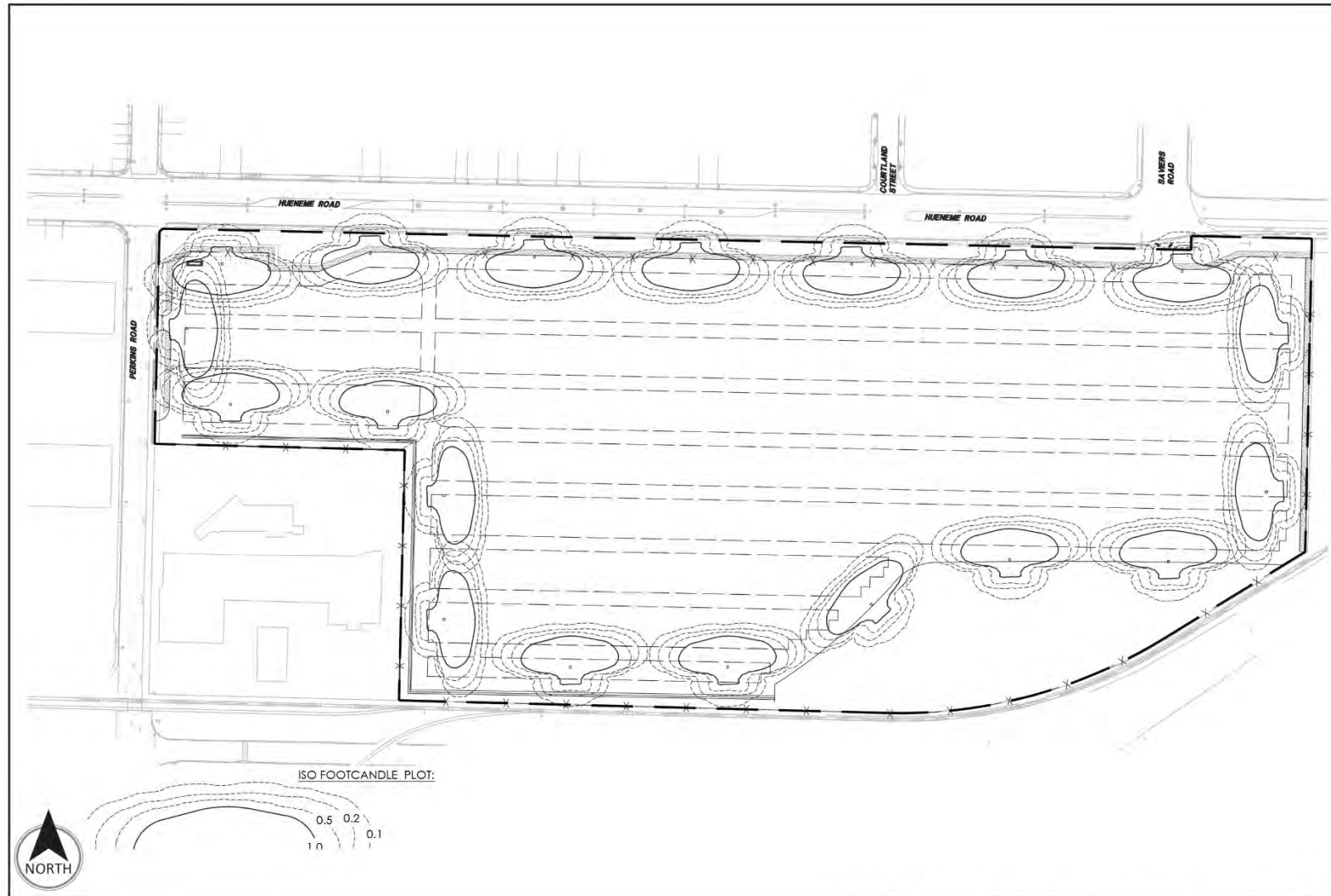
For project operations, 19 solar powered, mobile, low-intensity LED tower light fixtures would be installed along the perimeter of the site within the area behind the landscape setbacks and 6-foot-high chain-link fencing; refer to *Exhibit 3-7, Site Plan*. The light fixture is 20 feet in height with back shields and shielding to direct lighting on the project site; refer to the Light Detail on *Exhibit 3-7, Site Plan*.

A Photometric Plan was prepared to show the lighted area surrounding each of the 19 light fixtures; refer to *Exhibit 5.1-5, Photometric Plan*. As shown on *Exhibit 5.1-5*, each light fixture generates one foot-candle⁹ of light that dissipates to 0.1 foot-candle in the area surrounding the fixture. The proposed project complies with *City Code* Section 16-320, which requires lighting to be a minimum of one foot-candle.

As also shown on *Exhibit 5.1-5*, there is minimal light spill off-site along Perkins Road and Hueneme Road. The light spill of 0.1 to 0.2 foot-candles onto Perkins Road and 0.1 to 0.5 foot-candles onto Hueneme Road extends from the site boundary into the road right of way. Along Hueneme Road, the light would spill onto the bike lane and both travel lanes. Along Perkins Road, the light would spill onto the northbound right-turn and travel lanes. There would be no light spill onto the adjacent industrial and open space uses to the south. Given that street lighting currently exists on Hueneme Road and Perkins Road, the minimal light spill onto these two roads would be negligible and superseded by existing street lights.

9 Definition of foot-candle: a unit of illuminance on a surface that is everywhere one foot from a uniform point source of light of one candle and equal to one lumen per square foot. Source: Merriam Webster Dictionary, [Foot-candle | Definition of Foot-candle by Merriam-Webster \(merriam-webster.com\)](#), accessed December 18, 2020.

EXHIBIT 5.1-5 PHOTOMETRIC PLAN



Source: Jensen Design & Survey, Inc. (August 2018)

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The proposed project would be subject to Standard Conditions SC AES-8 through SC AES-10 requiring shielded light fixtures to be downcast, not directly illuminate property outside the project site, and in compliance with *City Code* Section 16-320. Compliance with Standard Conditions SC AES-8 through SC AES-10 ensures that the proposed project would not create a substantial source of light that would adversely impact daytime or nighttime views in the area. Thus, less than significant light impacts would occur during project operations.

For project operations, the temporary guard house/office trailer and one portable restroom would be used and would be removed upon expiration of the Special Use Permit. As previously noted, these facilities would not be constructed with highly reflective surfaces, and as such, the proposed project would not create a substantial source of glare that would adversely impact daytime or nighttime views in the area. Thus, no glare impacts would occur during project operations.

Level of Significance Before Mitigation

Less Than Significant Impact for Lighting.
No Impact for Glare.

Standard Conditions

- SC AES-8 The project must comply with the Outdoor Lighting Code & Guideline:
- a. Outdoor lighting shall comply with Title 24, Part 6, of the California Code of Regulations: California’s Energy Efficiency Standards for Residential and Nonresidential Buildings.
 - b. All outdoor lighting shall be flat lens, full cut-off fixtures with the light source fully shielded with the exception of:
 - i. Luminaires with a maximum output of 260 lumens per fixture, regardless of number of bulbs (equal to one 20-watt incandescent light), may be left unshielded provided the fixture has an opaque top to keep light from shining directly up.
 - ii. Luminaires that have a maximum output of 1,000 lumens per fixture, regardless of number of bulbs (equal to one 60-watt incandescent light) may be partially shielded provided the bulb is not visible, and the fixture has an opaque top keep light from shining directly up.
 - c. Oxnard City Code 16-320: Lighting within physical limits of the area required to be lighted shall not exceed seven foot-candles, nor be less than one foot-candle at any point. A light source shall not shine upon, or illuminate directly any surface other than the area required to be lighted. No lighting shall be of a type or in a location that constitutes a hazard to vehicular traffic, either on private property or on the abutting streets. The height of light standards shall not exceed 26 feet. To prevent damage from automobiles, standards shall be mounted on reinforced concrete pedestals or otherwise protected.
- SC-AES-9 Lighting instruments shall be metal halide, LED, or similar in nature and spectrum (3,000K to 20,000K Correlated Color Temperature).
- SC AES-10 Lighting instruments shall be installed so that light does not directly illuminate property outside the project site. Instruments shall not create glare for motorists or pedestrians.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact for Lighting.
No Impact for Glare.

5.1.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable aesthetics impacts.

Impact Analysis: The proposed project, in combination with other related cumulative projects, would contribute to the continued alteration of the aesthetics character of Oxnard Plain by intensifying land uses and adding urban uses in currently undeveloped areas.

Impacts to visual character and light and glare (both during construction and operations of a project) would be unique to each development site and dependent upon project- and site-specific variables, including proximity to visually sensitive receptors, the visual sensitivity of the respective development sites, and duration of demolition and construction.

The potential aesthetics, light, and glare impacts of individual cumulative projects would be evaluated on a project-by-project basis and would be mitigated through careful site design, avoidance of significant visual features, compliance with the local standards for lighting and glare impacts, and appropriate building and landscape standards. Through the implementation of project-specific mitigation measures and compliance with the applicable General Plan, Municipal Code, or other City requirements or conditions of approval, long-term aesthetics, light, and glare impacts associated with cumulative projects would be reduced to less than significant.

Even though the proposed project would have a potentially significant impact on visual character/quality, the impact would not result in a cumulative considerable contribution given the existing urban development surrounding the site, and that the proposed project would be required to comply with Standard Conditions SC AES-1 through SC AES-7 and Mitigation Measures MM AES-1 through MM AES-4 ensuring a less than significant impact in this regard. Also, the proposed project would not permanently or substantially increase light and glare or result in a localized contribution to light or glare with compliance with Standard Conditions SC AES-8 through SC AES-10. Thus, the proposed project would result in a less than significant cumulatively considerable contribution.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.1.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to aesthetics with the implementation of standard conditions and mitigation measures. Therefore, no significant unavoidable aesthetics impacts would occur as a result of the proposed project.

5.1.8 Sources Cited

City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Recirculated Draft EIR*, February 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Illuminating Engineering Society, definition of visual field: [visual field – Illuminating Engineering Society \(ies.org\)](http://www.ies.org), accessed January 14, 2021.

Illuminating Engineering Society, definition of luminance: [luminance – Illuminating Engineering Society \(ies.org\)](http://www.ies.org), accessed January 14, 2021.

Illuminating Engineering Society, definition of visual performance: [visual performance – Illuminating Engineering Society \(ies.org\)](http://www.ies.org), accessed January 14, 2021.

5.2 AGRICULTURE AND FORESTRY RESOURCES

5.2.1 Summary

The table below summarizes the significance threshold criteria utilized in the agriculture and forestry analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold AF-1:</i> Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.				X
<i>Threshold AF-2:</i> Conflict with existing zoning for agricultural use or an existing Williamson Act contract.				X
<i>Threshold AF-3:</i> Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use.				X
<i>Threshold AF-4:</i> Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).				X
<i>Threshold AF-5:</i> Result in the loss of forest land or conversion of forest land to non-forest use.				X

Cumulative agriculture and forestry impacts were concluded as No Impact.

5.2.2 Regulatory Setting

FEDERAL

Farmland Protection Policy Act

The purpose of the Farmland Protection Policy Act (FPPA) per *United States Code (USC)* Section 4201 is to minimize the extent to which federal programs contribute to the unnecessary and irreversible conversion of farmland to nonagricultural uses. It also directs federal programs to be compatible with state and local policies for the protection of farmland. The FPPA does not authorize the federal government to regulate the use of private or nonfederal land or, in any way, affect the property rights of owners. Projects are subject to FPPA requirements if they irreversibly convert farmland (directly or indirectly) to non-agricultural use and are completed by a federal agency or rely on assistance from a federal agency.

FEDERAL AND STATE

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) was established in 1982 to continue the Important Farmland mapping efforts begun in 1975 by the U.S. Department of Agriculture Soil Conservation Service (USDA-SCS), now known as the NRCS. The intent of the USDA-SCS was to produce agricultural resource maps based on soil quality and land use across the nation. As part of the nationwide agricultural land use mapping effort, the USDA-SCS developed a series of definitions known as Land Inventory and Monitoring (LIM) criteria. The LIM criteria classified the land's suitability for agricultural production; the suitability criteria addressed both the physical and chemical characteristics of soils and the actual land use. Important Farmland maps are derived from the USDA-SCS soil survey maps using the LIM criteria.

Since 1980, the State of California has assisted in the completion of agricultural resources mapping. The FMMP was created within the Department of Conservation to carry on the mapping activity on a continuing basis, and with a greater level of detail through the modification of the LIM criteria for California-specific use. The California-specific LIM criteria use the Soil Capability Classification and Storie Index Rating Systems, but also consider other physical conditions, such as water supply, soil temperature range, depth of groundwater, flooding potential, rock fragment content, and rooting depth.

Important Farmland maps for California are compiled using the modified LIM criteria (as described above) and current land use information. The minimum mapping unit is 10 acres, unless otherwise specified. Units of land smaller than 10 acres are incorporated into the surrounding classification. The Important Farmland maps identify five agriculture-related categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. Each is summarized below, based on *A Guide to the Farmland Mapping and Monitoring Program* (1998), prepared by the California Department of Conservation (CDOC). Additionally, three other categories are described below that are not agriculturally related, but are mapped by the FMMP, including Urban and Built-Up Land, Other Land, and Land Committed to Nonagricultural Use.

The CDOC's California Important Farmland Finder (CIFF) designates the project site as Farmland of Local Importance and Urban and Built-Up Land.

California Department of Conservation, Division of Land Resource Protection

The California Department of Conservation (CDOC) applies the Natural Resources Conservation Service soil classifications to identify agricultural lands. These agricultural designations are used in planning for the present and future of California's agricultural land resources. Lands classified as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland are referred to as "farmland."

STATE

Williamson Act Contracted Lands

Agricultural activities in the State of California can be protected through a variety of legislative means, including the California Land Conservation Act and local Right-To-Farm Ordinances and Greenbelt Agreements. The California Land Conservation Act (CLA), also known as the Williamson Act, was adopted in 1965 to encourage the preservation of the state's agricultural lands and to prevent their premature conversion to urban uses. To preserve these uses, the CLA established an agricultural preserve contract

procedure by which any county or city within the state taxes landowners at a lower rate, using a scale based on the actual use of the land for agricultural purposes as opposed to its unrestricted market value. In return, the owners guarantee that these properties will remain under agricultural production for a 10-year period. The contract is renewed automatically unless the owner files a Notice of Non-Renewal. The Williamson Act is a non-mandated State policy.

The project site is not under a Williamson Act contract.

Forestland Resources

According to *California Public Resources Code* Section 12220(g), a Forestland is defined as “land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits.”

The California Department of Forestry and Fire Protection (CAL FIRE), in collaboration with the California Department of Fish and Wildlife VegCamp program and the United States Forest Service (USDA Forest Service) Region 5 Remote Sensing Lab (RSL) data, develops a Landcover Map that depicts the different types of land cover that exist within the State of California, which includes the following classifications: conifer-forest; conifer-woodland; hardwood-woodland; hardwood-forest; shrub; herbaceous; wetland; desert-shrub, desert-woodland; agriculture; urban, barren/other; water; and, not mapped.

According to the CAL FIRE Landcover Map, the project site is classified as Urban.

Senate Bill 275

Senate Bill 275 (SB 275) created the Agricultural Land Stewardship Program Act of 1995, a CDOC grant program for local governments and nonprofit organizations to aid in the acquisition of agricultural conservation easements. CDOC awards grant funding from the Agricultural Land Stewardship Program fund, which receives revenue from gifts, donations, proceeds from the sale of general obligation bonds, funds appropriated by the Legislature, federal grants or loans, and other sources.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Environmental Resources Chapter (Chapter 5) are listed below.

- | | |
|---------------|--|
| Goal ER-1 | Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship. |
| Policy ER-1.1 | <i>Protect Surrounding Agriculture and Open Space.</i> Protect open space and agricultural uses around Oxnard through continued adherence to the Guidelines for Orderly Development, Ventura County Greenbelt programs, the Save Open-Space and Agricultural Resources Ordinance, and other programs or policies that may subsequently be adopted such as the SB 375 Sustainable Communities Strategy. |

5.2.3 Environmental Setting

AGRICULTURE AND FORESTRY RESOURCES

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between 5 and 10 feet.

Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south, and permitted coastal dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and future wetland restoration to the south.

No agriculture or forestry resources occur on or in the immediate vicinity of the project site.

5.2.4 Significance Threshold Criteria

The issues presented in *City of Oxnard CEQA Guidelines (May 2017)* and *CEQA Guidelines Appendix G Environmental Checklist (January 1, 2020 effective date)* have been utilized as thresholds of significance in this section. Accordingly, agriculture and forestry resource impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following.

- *Threshold AF-1:* Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.
- *Threshold AF-2:* Conflict with existing zoning for agricultural use or an existing Williamson Act contract.
- *Threshold AF-3:* Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use.
- *Threshold AF-4:* Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).
- *Threshold AF-5:* Result in the loss of forest land or conversion of forest land to non-forest use.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.2.5 Project Impacts and Mitigation Measures

AGRICULTURE RESOURCES

The proposed project could convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, conflict with existing zoning for an agriculture use or a Williamson Act contract, or involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use. (Threshold AF-1, Threshold AF-2, Threshold AF-3).

Impact Analysis: The project site is zoned M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone), which is intended for industrial uses that conduct fabrication, assembly, and/or the processing of materials primarily within a building. While limited agriculture for growing only crops is permitted in the M-1 Zone, the *Zoning Code (City Code Chapter 16)* does not include a zoning designation specifically for agriculture.

The project site is vacant and undeveloped, and the surrounding area to the north, west, and east is developed and urbanized. No agricultural land exists within the immediate site vicinity, and the project site does not include any land under a Williamson Act contract.¹⁰

The project site does not contain any land that is designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance on the California Important Farmland Finder (CIFF) and Ventura County Important Farmland Maps published by the State of California, Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program.

The CIFF classifies the project site primarily as Farmland of Local Importance with limited areas of the site on the western and northeast portions classified as Urban and Built-Up Land.¹¹ Farmland of Local Importance is described as land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. For Ventura County, Farmland of Local Importance includes soils that are listed as Prime or Statewide that are not irrigated, and soils growing dryland crops – beans, grain, dryland walnuts, or dryland apricots. Urban and Built-Up Land is occupied by structures with a building density of at least 1 unit to 1.5 acres, or approximately 6 structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. Given that the project site has not been used for agricultural purposes in recent years and the temporary use proposed for the project site, the proposed project would not result in a permanent conversion of Farmland of Local Importance to a non-agricultural use. No impacts would result from implementation of the proposed project.

Implementation of the proposed project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use. Nor would the proposed project involve a re-zoning of lands designated for agricultural lands or involve other changes in the existing environment that could result in conversion of off-site farmland to non-agricultural use, as no farmland exists in the immediate vicinity of the project site. Thus, the proposed project would not affect any land

¹⁰ Source: City of Oxnard, *MND 18-02*, Email correspondence with Ventura County Williamson Act Planner, November 26, 2018.

¹¹ Source: California Department of Conservation, California Important Farmland Finder (CIFF), <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed May 26, 2020.

zoned for agricultural uses, would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural uses, would not conflict with a Williamson Act Contract, and would not result in conversion of off-site farmland to non-agricultural use. No impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

FORESTRY AND TIMBERLAND RESOURCES

The proposed project could conflict with existing zoning for forest land, cause the rezoning of forest land or timberland, or result in the loss or conversion of forest land to non-forest uses (Threshold AF-4, Threshold AF-5).

Impact Analysis: The project site is vacant and undeveloped, and the surrounding area to the north, west, and east is developed and urbanized. No forest land or timberland exists within the immediate site vicinity.

Forestry operations do not occur on or within the vicinity of the project site. Also, the project site does not support any trees that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. Implementation of the proposed project would not result in the rezoning of forest land, timberland, or timberland zoned Timberland Production. Nor would it result in the loss of forest land or conversion of forest land to non-forest use. Thus, no impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.2.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to agriculture or forestry resources.

Impact Analysis:

AGRICULTURE RESOURCES

Conversion of agricultural land to urban uses has a long history in the Oxnard Plain and in Ventura County. The *2030 General Plan EIR* concluded that implementation of the Land Use Map would have a significant impact on agricultural land because it would convert some of the Important Farmland under the California Department of Conservation (CDOC) Farmland Mapping and Monitoring Program, to urbanized land uses.

While it is beyond the scope of this analysis to quantify the amount of prime agricultural land that is under pressure to be converted to urban uses in the City of Oxnard, it is highly likely that such cumulative development pressure exists and would continue with or without implementation of the proposed project. Given that implementation of the proposed project would not eliminate any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as designated by the California Department of Conservation, the proposed project has no contribution to a cumulatively considerable impact to agricultural resources.

FORESTRY RESOURCES

The USDA Forest Service and CAL FIRE identify Land Cover Changes in the State of California based on the California Land Cover Mapping and Monitoring Program (LCMMP). The LCMMP provides data for four regions in California, including the Southern Sierra, Northeastern area, South Coast area and North Coast area. The South Coast area (where the proposed project site is located) covers 19.9 million acres. The area covers some or most of Imperial, Kern, Los Angeles, Monterey, Orange, Riverside, San Benito, San Bernardino, San Diego, San Luis Obispo, Santa Barbara, and Ventura counties. The South Coast area also encompasses four national forests (Angeles, Cleveland, Los Padres, and San Bernardino) and other federal, state, and privately owned land. As previously discussed in this section, the proposed project would not result in the permanent loss or conversion of forestland resources. Therefore, the proposed project would have no contribution to a cumulatively considerable impact to forest resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.2.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no project and cumulative impacts related to agriculture and forestry resources. Therefore, no significant unavoidable agriculture or forestry resources impacts would occur as a result of the proposed project.

5.2.8 Sources Cited

California Department of Conservation, *California Important Farmland Finder (CIFF)*,
<https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed on May 26, 2020.

California Department of Conservation, Division of Land Source Protection, Farmland Mapping and
Monitoring Program, *Ventura County Important Farmland Map 2016*, Map Published July 2017.

California Department of Forestry and Fire Prevention, *Fire and Resource Assessment Program (FRAP)*
Landcover Map, https://frap.fire.ca.gov/media/10311/fveg_19_ada.pdf, accessed on May 27,
2020.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended
(includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report*,
Recirculated Draft EIR, February 2009.

City of Oxnard, *City of Oxnard 2030 General Plan Recirculated Draft Program Environmental Impact*
Report, November 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

5.3 AIR QUALITY

5.3.1 Summary

The table below summarizes the significance threshold criteria utilized in the air quality analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold AQ-1: Conflict with or obstruct implementation of the Ventura County AQMP.</i>			X	
<i>Threshold AQ-2: Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation.</i>			X	
<i>Threshold AQ-3: Result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD.</i>			X	
<i>Threshold AQ-4: Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants.</i>			X	
<i>Threshold AQ-5: Create objectionable odors affecting a substantial number of people.</i>				X

Cumulative air quality impacts were concluded to be Less Than Significant.

5.3.2 Regulatory Setting

FEDERAL

The United States Environmental Protection Agency (USEPA) is the federal agency designated to administer air quality regulation, inclusive of setting and enforcing the federal ambient air quality standards for atmospheric pollutants. It regulates emission sources that are under the exclusive authority of the federal government, such as aircraft, ships, and certain locomotives. The USEPA also has jurisdiction over emissions sources outside state waters (outer continental shelf) and establishes various emissions standards for vehicles sold in states other than California. As part of its enforcement responsibilities, the USEPA requires each state with nonattainment areas to prepare and submit a State Implementation Plan (SIP). The SIP for each state identifies how that state will attain and/or maintain the primary and secondary National Ambient Air Quality Standards (NAAQS) set forth in Clean Air Act (CAA) Section 109. These SIPs are developed through a public process, formally adopted by the state, and submitted by the Governor’s designee to the USEPA. The CAA requires the USEPA to review each plan and any plan revisions and to approve the plan or plan revisions if consistent with the CAA.

The USEPA has set primary National Ambient Air Quality Standards (NAAQS) for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), particulate matter with an aerodynamic diameter of 10 microns or smaller (PM₁₀), particulate matter with an aerodynamic diameter of 2.5 microns or smaller (PM_{2.5}), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health.

STATE

The California Air Resources Board (CARB) is part of California Environmental Protection Agency (CalEPA), and is responsible for the coordination and administration of federal and state air pollution control programs within California. In this capacity, CARB conducts research, sets California Ambient Air Quality Standards (CAAQS), compiles emissions inventories, develops suggested control measures, and provides oversight of local programs. CARB establishes emissions standards for motor vehicles sold in California, consumer products (such as hair spray, aerosol paints, and lighter fluid), and various types of commercial equipment. It also sets fuel specifications to further reduce vehicular emissions. In some cases, the state standards are more restrictive than the federal standards established under the CAA. In addition, the State of California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards.

Refer to *Table 5.3-1, Federal and State Ambient Air Quality Standards*, which lists the current federal and state standards for regulated pollutants.

**TABLE 5.3-1
FEDERAL AND STATE AMBIENT AIR QUALITY STANDARDS**

Pollutant	Averaging Time	Federal		California	
		NAAQS*	Attainment Status	CAAQS	Attainment Status
Ozone	1-Hour	–	Nonattainment	0.09 ppm	Nonattainment
	8-Hour	0.070 ppm		0.070 ppm	
Carbon Monoxide	8-Hour	9.0 ppm	Attainment/ Unclassified	9.0 ppm	Attainment
	1-Hour	35.0 ppm		20.0 ppm	
Nitrogen Dioxide	Annual	0.053 ppm	Attainment/ Unclassified	0.030 ppm	Attainment
	1-Hour	0.100 ppm		0.18 ppm	
Sulfur Dioxide	Annual	–	Attainment/ Unclassified	–	Attainment
	24-Hour	–		0.04 ppm	
	1-Hour	0.075 ppm		0.25 ppm	
PM ₁₀	Annual	–	Attainment/ Unclassified	20 µg/m ³	Nonattainment
	24-Hour	150 µg/m ³		50 µg/m ³	
PM _{2.5}	Annual	12 µg/m ³	Attainment/ Unclassified	12 µg/m ³	Attainment
	24-Hour	35 µg/m ³		–	
Lead	30-Day Average	–	Attainment/ Unclassified	1.5 µg/m ³	Attainment
	3-Month Average	0.15 µg/m ³		–	

Sources: Rincon Consulting Inc. (November 2020); CARB (2016 & 2017), and USEPA (2018)

Notes:
*NAAQS displayed are primary standards.
ppm = parts per million; µg/m³ = micrograms per cubic meter

Title 24

California Code of Regulations (CCR) Title 24 is a collection of energy standards for California buildings. California’s Energy Code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission (CEC) updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every 3 years by working with stakeholders in a public and transparent process.

The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 standards also propose several smaller improvements in energy efficiency.

The 2022 Building Energy Efficiency Standards (Energy Code) will improve upon the 2019 Energy Code for new construction of, and additions and alterations to, residential and nonresidential buildings. Proposed standards were adopted by the CEC on August 11, 2021 with an effective date of January 1, 2023.

Part 11 of the *California Code of Regulations Title 24 Building Standards Code* is referred to as the *California Green Building Standards Code (CALGreen Code)*. The purpose of the *CALGreen Code* is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: 1) planning and design; 2) energy efficiency; 3) water efficiency and conservation; 4) material conservation and resource efficiency; and 5) environmental air quality.” The *CALGreen Code* is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

REGIONAL

Ventura County Air Pollution Control District

Under state law, the Ventura County Air Pollution Control District (VCAPCD) is required to prepare a plan for air quality improvement for pollutants for which the District is in nonattainment. [Table 5.3-1](#) above summarizes the CAAQS and NAAQS for each of these pollutants. California standards are more restrictive than federal standards for each of these pollutants, except for lead, the eight-hour average for CO, and the eight-hour average for ozone. Depending on whether the standards are met or exceeded, the local air basin is classified as being in “attainment” or “nonattainment.” As shown in [Table 5.3-1](#), the South Central Coast Air Basin (SCCAB) is currently in nonattainment for the federal and state ozone standards, as well as the State PM₁₀ standard (CARB 2017, USEPA 2018).

The VCAPCD implements rules and regulations for emission that may be generated by various uses and activities. The rules and regulations detail pollution-reduction measures that must be implemented during construction and operation of projects. The following rules and regulations are applicable to the proposed project.

VCAPCD Rule 50 – Opacity

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction activities, specifically grading activities.

VCAPCD Rule 51 – Nuisance

This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. This rule would apply during construction activities.

VCAPCD Rule 55 – Fugitive Dust

This rule requires fugitive dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities.

VCAPCD Rule 55.1 – Paved Road and Public Unpaved Roads

This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public paved road.

Air Quality Management Plan

The primary objective of the *2016 Ventura County Air Quality Management Plan (2016 AQMP)* is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards. The VCAPCD's most recent AQMP was adopted in 2017 and establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the SCCAB, which is in non-attainment for ozone (O₃) and particulate matter (PM₁₀). The *2016 AQMP* also addresses the requirements set forth in the state and federal Clean Air Acts.

As stated in the *Ventura County Air Quality Assessment Guidelines*, project consistency with the *2016 AQMP* can be determined by comparing the actual population growth in the county with the projected growth rates used in the *2016 AQMP*. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the AQMP. These emission estimates are used, in part, to project the date by which Ventura County will attain the federal ozone standard. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted AQMP should be used for assessing project consistency with the AQMP.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Community Development Chapter (Chapter 3) and Environmental Resources Chapter (Chapter 5) are listed below.

All goals and policies in the Sustainable Community Chapter and goals and policies in other chapters identified by the *icon were identified for possible incorporation into the Oxnard Climate Action and Adaptation Plan.

Community Development Chapter

Growth Management

- Goal CD-8 Sensible urban development and redevelopment based on the City’s ability to provide necessary governmental services and municipal utilities.
- Policy CD-8.5 *Impact Mitigation*. Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.*

Environmental Resources Chapter

Air Quality Resources

- Goal ER-14 Improved air quality and minimized adverse effects of air pollution on human health and the economy.
- Policy ER-14.1 *Incorporate Ventura County AQMP Mitigations*. Incorporate construction and operation mitigation measures recommended or required by the current Ventura County Air Quality Management Plan (AQMP) when preparing CEQA reviews, as appropriate.*
- Policy ER-14.2 *Transportation Demand Management (TDM)*. Employ best traffic management practices such as bus turnouts and traffic signal synchronization in order to reduce traffic-related air emissions impacts; require commercial developers to improve public transit service between residential and employment uses or shopping centers, bike lanes and protected bicycle parking areas, and other project features that would reduce the need for automobile trips related to the development; and require Transportation Management Associations (TMA) for projects that may have adverse air quality impacts related to mobile sources and contributions to off-site TDM funds to reduce residual impacts that cannot be mitigated on a project-specific basis.*
- Policy ER-14.3 *Reducing Carbon Monoxide Exposure at Congested Intersections*. Require mitigation measures that consider prohibiting the construction of residences or buildings lacking ventilation systems at congested intersections with the potential for excessive Carbon Monoxide “hot spot” exposure to sensitive receptors.*
- Policy ER-14.4 *Emission Control Devices*. Require all construction equipment to be maintained and tuned to meet appropriate EPA, CARB, and VCAPCD emissions requirements and when new emission control devices or operational modifications are found to be effective, such devices or operational modifications are required on construction equipment.*
- Policy ER-14.5 *Reducing Construction Impacts during Smog Season*. Require that the construction period be lengthened to minimize the number of vehicles and equipment operating at the same time during smog season (May through October).*

- Policy ER-14.6 *Minimizing Dust and Air Emissions through Permitting Requirements.* Continue to require mitigation measures as a condition of obtaining building or use permits to minimize dust and air emissions impacts from construction.*
- Policy ER-14.7 *Mitigation Monitoring.* Ensure that projects with identified air quality impacts in their respective EIRs are subject to effective mitigation monitoring as required by AB 3180.*
- Policy ER-14.10 *Consultation with Ventura County Air Pollution Control District.* Consult with the Ventura County Air Pollution Control District (VCAPCD) during CEQA review for projects that require air quality impact analysis and ensure that the VCAPCD is on the distribution list for all CEQA documents.*
- Policy ER-14.12 *Use VCAPCD Air Quality Assessment Guidelines.* Use the VCAPCD Air Quality Assessment Guidelines and recommended analytical tools for determining and mitigating project air quality impacts and related thresholds of significance for use in environmental documents. The City shall continue to cooperate with the VCAPCD in the review of development proposals.*

5.3.3 Environmental Setting

LOCAL CLIMATE AND METEOROLOGY

The project site is located within the SCCAB, which includes San Luis Obispo, Santa Barbara, and Ventura Counties. The VCAPCD monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). The Basin has moderate variability in temperatures, tempered by coastal processes. The air quality within the SCCAB is influenced by a wide range of emission sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

Air pollutant emissions in the SCCAB are generated by both stationary and mobile sources. Stationary sources can be divided into two major subcategories: point and area sources. Point sources occur at a specific location and are often identified by an exhaust vent or stack. Examples include boilers or combustion equipment that produce electricity or generate heat. Area sources are widely distributed and include such sources as residential and commercial water heaters, painting operations, lawn mowers, agricultural fields, landfills, and some consumer products. Mobile sources refer to emissions from motor vehicles, including tailpipe and evaporative emissions, and are classified as either on-road or off-road. On-road sources may be legally operated on roadways and highways. Off-road sources include aircraft, ships, trains, and self-propelled construction equipment. Air pollutants can also be generated by the natural environment, such as when high winds suspend fine dust particles.

EFFECTS OF AIR POLLUTANTS

Ozone

Ozone (O₃) is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_x) and reactive organic compounds (ROC). NO_x is formed during the combustion of fuels, while reactive organic gases (ROG) are formed during combustion and evaporation of organic solvents. Because O₃ requires sunlight to form, it mostly occurs in substantial concentrations between the months of April and October. Ozone is a pungent, colorless, toxic gas with direct health effects on humans including respiratory and eye irritation and possible changes in lung functions. Groups most sensitive to O₃ include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide (CO) is a local pollutant that is found in high concentrations only near fuel combustion equipment and other sources of CO. The primary source of CO, a colorless, odorless, poisonous gas, is automobile traffic. Elevated concentrations, therefore, are usually only found near areas of high traffic volumes. CO's health effects are related to its affinity for hemoglobin in the blood. At high concentrations, CO reduces the amount of oxygen in the blood, causing heart difficulty in people with chronic diseases, reduced lung capacity, and impaired mental abilities.

Nitrogen Dioxide

Nitrogen dioxide is a by-product of fuel combustion, with the primary source being motor vehicles and industrial boilers and furnaces. The principal form of nitrogen oxide produced by combustion is nitric oxide (NO), but NO reacts rapidly to form NO₂, creating the mixture of NO and NO₂ commonly called NOx. Nitrogen dioxide is an acute irritant. A relationship between NO₂ and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 ppm may occur. Nitrogen dioxide absorbs blue light and causes a reddish-brown cast to the atmosphere and reduced visibility. It can also contribute to the formation of ozone/smog and acid rain.

Suspended Particulates

Atmospheric particulate matter is comprised of finely divided solids and liquids such as dust, soot, aerosols, fumes, and mists. The particulates that are of particular concern are PM₁₀ (a small particulate measuring no more than 10 microns in diameter) and PM_{2.5} (a fine particulate measuring no more than 2.5 microns in diameter). The characteristics, sources, and potential health effects associated with the small particulates (PM₁₀ and PM_{2.5}) can be different. Major man-made sources of PM₁₀ are agricultural operations, industrial processes, combustion of fossil fuels, construction, demolition operations, and entrainment of road dust into the atmosphere. Natural sources include windblown dust, wildfire smoke, and sea spray salt. The finer PM_{2.5} particulates are generally associated with combustion processes as well as being formed in the atmosphere as a secondary pollutant through chemical reactions. PM_{2.5} is more likely to penetrate deeply into the lungs and poses a serious health threat to all groups, but particularly to the elderly, children, and those with respiratory problems. More than half of the small and fine particulate matter that is inhaled into the lungs remains there, which can cause permanent lung damage. These materials can damage health by interfering with the body's mechanisms for clearing the respiratory tract or by acting as carriers.

Toxic Air Contaminants

Toxic air contaminants (TACs) are a diverse group of air pollutants that may cause or contribute to an increase in deaths or serious illness or that may pose a present or potential hazard to human health. TACs include both organic and inorganic chemical substances that may be emitted from a variety of common sources, including gasoline stations, motor vehicles, dry cleaners, industrial operations, painting operations, and research and teaching facilities. One of the main sources of TACs in California is diesel engines that emit exhaust containing solid material known as diesel particulate matter (DPM). TACs are different than the criteria pollutants previously cited in [Table 5.3-1](#) because ambient air quality standards have not been established for TACs. TACs occurring at extremely low levels may still cause health effects, and it is typically difficult to identify levels of exposure that do not produce adverse health effects. TAC impacts are described by carcinogenic risk and by chronic (i.e., of long duration) and acute (i.e., severe but of short duration) adverse effects on human health.

EXISTING AIR QUALITY

Local air quality management control and planning is provided through regional APCDs established by CARB for the 14 statewide air basins. CARB is responsible for control of mobile emission sources, while the local APCDs are responsible for control of stationary sources and enforcing regulations. Local APCDs are required to monitor air pollutant levels to ensure that air quality standards are met and, in the event they are not, to develop strategies to meet these standards.

The VCAPCD is responsible for the Ventura County portion of the SCCAB and operates a network of air quality monitoring stations throughout the region. The monitoring station located closest to the project site is the El Rio – Rio Mesa School #2 monitoring station, located at 545 Central Avenue in Oxnard, approximately eight miles northeast of the project site. *Table 5.3-2, Ambient Air Quality at the El Rio – Rio Mesa School #2*, indicates the number of days that each of the standards has been exceeded at the El Rio – Rio Mesa School #2 monitoring station.

Because The Port of Hueneme (Port) emits oxides of nitrogen and particulate matter pollutants from its operations, the Port contributes to the exceedances of these air quality standards. However, other operations in the region, including agriculture, oil and gas extraction, mining, and industry, contribute to these exceedances as well.

**TABLE 5.3-2
AMBIENT AIR QUALITY AT THE EL RIO – RIO MESA SCHOOL #2**

Pollutant	2016	2017	2018
8 Hour Ozone (ppm), 8-Hr Average	0.071	0.071	0.062
Number of Days of State exceedances (>0.070 ppm)	1	1	0
Number of days of Federal exceedances (>0.070 ppm)	1	1	0
Ozone (ppm), Worst Hour	0.084	0.084	0.072
Number of days of State exceedances (>0.09 ppm)	0	0	0
Number of days of Federal exceedances (>0.112 ppm)	0	0	0
Nitrogen Dioxide (ppb) - Worst Hour	33.0	36.0	49.0
Number of days of State exceedances (>0.18 ppm)	0	0	0
Number of days of Federal exceedances (>0.100 ppm)	0	0	0
Particulate Matter <10 microns, µg/m ³ , Worst 24 Hours ¹	101.6	286.0	208.4
Number of days of State exceedances (>50 µg/m ³)	14	29	21
Number of days of Federal exceedances (>150 µg/m ³)	0	1	2
Particulate Matter <2.5 microns, µg/m ³ , Worst 24 Hours ²	22.7	81.3*	41.2
Number of days of Federal exceedances (>35 µg/m ³)	0	4	1
Sources: Rincon Consulting, Inc. (November 2020); CARB (2018b)			
Notes:			
*The four exceedances of the federal PM _{2.5} standard occurred during the Thomas Fire on December 8, 13, 15, and 16.			

Sensitive Receptors

Ambient air quality standards have been established to represent the levels of air quality considered sufficient, with a margin of safety, to protect public health and welfare. They are designed to protect that segment of the public most susceptible to respiratory distress, such as children under 14; the elderly over 65; persons engaged in strenuous work or exercise; and people with cardiovascular and chronic respiratory diseases. The majority of sensitive receptor locations are therefore schools, hospitals, and residences.

The closest sensitive receptors are multi-family residences located approximately 360 feet north of the project site and single-family residences located northwest, north, and northeast of the project site. There is a school within 0.75 mile of the project site. The nearest school is the Art Haycox Elementary School located approximately 780 feet north of the project site at 5400 Perkins Road. The nearest hospital, St. John’s Regional Medical Center, is located approximately 5.05 miles northeast of the project site at 1600 North Rose Avenue.

5.3.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, air quality impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold AQ-1:* Conflict with or obstruct implementation of the Ventura County AQMP.
- *Threshold AQ-2:* Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation.
- *Threshold AQ-3:* Result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD.
- *Threshold AQ-4:* Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants.
- *Threshold AQ-5:* Create objectionable odors affecting a substantial number of people.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

REGIONAL SIGNIFICANCE THRESHOLDS

The VCAPCD provides numerical thresholds to analyze the significance of a project’s construction and operational emissions to regional air quality. These thresholds are designed such that a project consistent with the thresholds would not have an individually or cumulatively significant impact to the SCCAB’s air quality. The thresholds are detailed below in *Table 5.3-3, VCAPCD Regional Significance Thresholds.*

**TABLE 5.3-3
VCAPCD REGIONAL SIGNIFICANCE THRESHOLDS**

Construction Thresholds	Operational Thresholds
25 pounds per day of ROC	25 pounds per day of ROC
25 pounds per day of NOx	25 pounds per day of NOx
Sources: Rincon Consulting, Inc. (November 2020), VCAPCD (2017)	

5.3.5 Project Impacts and Mitigation Measures

METHODOLOGY

The proposed project's construction emissions were estimated using the California Emissions Estimator Model (CalEEMod), version 2016.3.2. CalEEMod uses project-specific information, including the project's land uses, size, and location to estimate a project's construction emissions. Construction emissions modeled include emissions generated by construction equipment used on-site and emissions generated by vehicle trips associated with construction, such as worker and vendor trips. Emissions were modeled based upon a grading and construction schedule that would take approximately 180 to 200 days and the equipment described below.

PROPOSED PROJECT

Construction

Construction would involve grubbing, site preparation, grading, installation of a temporary building, fencing installation, gravel installation, and landscaping. Construction of the proposed project would generate diesel emissions and dust. Based on Applicant-provided information, the proposed project would require use of backhoes, dozers, dumpers/tenders, generators, front end loaders, sweepers, and a water truck during the grubbing and site preparation phase.

In the grading phase, the proposed project would use a compactor, generators, graders, sweepers/scrubbers and a water truck to level the existing land to prepare for the gravel installation. Approximately 5,536 cubic yards of aggregate bases and soil materials would be imported with approximately 55 haul truck trips (in and out) occurring daily assuming 10-cubic-yard truck capacities used over a 10-day hauling period for a total of 554 truck hauling trips. This is a conservative estimate based upon the preliminary engineering design, and the final engineering design of the proposed project would seek to reduce the import of fill soil as much as possible.

In addition, it was assumed that construction of the proposed project would comply with all applicable regulatory standards, including VCAPCD Rule 55 – Fugitive Dust.

Operations

The proposed project would serve the existing need for temporary vehicle storage as the vehicles that would be parked on the project site are already stored elsewhere on the Port property or additional off-site locations, as needed. Given that the new vehicles and vehicle drivers would need to drive to the project site from the Port and be shuttled back to the Port, this would increase air pollutant emissions. Therefore, operational air pollutants were quantified.

New vehicles would be added to the temporary outdoor vehicle storage facility by vehicle drivers moving new vehicles from the Port to the storage facility, and those drivers would return to the Port via a shuttle van. When the new vehicles are ready to be moved from the temporary outdoor vehicle storage facility, vehicle drivers would drive the cars from the storage facility to the Port, and then the vehicle drivers would be shuttled back via a van to the storage facility to move additional cars. The shuttle van and new vehicles would utilize the same travel route to/from the Port and the temporary outdoor vehicle storage facility.

With a maximum of 240 vehicle trips to or from the Port each day, Monday through Saturday, it was assumed that there were 240 new car trips to or from the Port to the project site, 24 shuttle trips to or from the Port, and 28 employee trips per day for a total of 292 trips. On Sunday, six employee trips were assumed for the three security guards.

IMPACT ANALYSIS

AIR QUALITY PLAN CONSISTENCY

The proposed project could conflict or obstruct implementation of the Ventura County Air Quality Management Plan (Threshold AQ-1).

Impact Analysis: According to the *VCAPCD Guidelines*, a project may be inconsistent with the applicable air quality plan if it causes the existing population to exceed forecasts contained in the most recently adopted AQMP. The VCAPCD adopted the *2016 AQMP* to demonstrate a strategy for, and reasonable progress toward, attainment of the federal 8-hour ozone standard. The *2016 AQMP* relies on SCAG's *2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)* forecasts of regional population growth in its projections for managing Ventura County's air quality.

The proposed project includes the temporary storage of vehicles for a maximum period of five years that would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times. The employees are anticipated to be from the local population and existing workforce in the area and therefore, would not generate significant numbers of new employment opportunities in the region nor an increase in population.

In addition, the proposed project does not include the removal or addition of residences. As a result, the proposed project would not exceed SCAG's *2016 RTP/SCS* projected growth forecasts nor generate population or employment growth beyond the *2016 AQMP* forecasts. Thus, implementation of the proposed project would be consistent with the *2016 AQMP* forecasts; impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

POLLUTANT STANDARDS OR INCREASES

The proposed project could violate federal or state air quality standards or result in a cumulatively considerable net increase of any criteria pollutant in excess of threshold recommended by the Ventura County Air Pollution Control District. (Threshold AQ-2, Threshold AQ-3).

Impact Analysis:

CONSTRUCTION IMPACTS

Table 5.3-4, Estimated Maximum Daily Construction Emissions, summarizes maximum daily emissions of pollutants associated with construction of the proposed project during construction in year 2022. As shown in *Table 5.3-4*, ROC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions would not exceed VCAPCD regional thresholds. Construction of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Thus, construction-related impacts would be less than significant.

**TABLE 5.3-4
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS**

Construction Year	Maximum Emissions* (pounds/day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	9.4	24.9	16.5	< 0.1	4.3	2.6
VCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	No	No	No	No
Source: Rincon Consulting, Inc. (November 2020)						
Notes: *Refer to Appendix A of Appendix D for CalEEMod output results.						

OPERATIONAL IMPACTS

The proposed project would result in new daily vehicle trips to and from the Port. These new vehicle trips would be a source of air pollutant emissions. *Table 5.3-5, Estimated Maximum Daily Operational Emissions*, summarizes maximum daily emissions of pollutants associated with the operation of the proposed project in year 2022. As shown in *Table 5.3-5*, proposed project operations would not exceed the VCAPCD thresholds for ROC, NO_x, CO, SO₂, PM₁₀, and PM_{2.5} emissions. Operation of the proposed project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment under an applicable federal or state ambient air quality standard. Thus, operational impacts would be less than significant.

**TABLE 5.3-5
ESTIMATED MAXIMUM DAILY OPERATIONAL EMISSIONS**

Operational Year	Maximum Emissions* (pounds/day)					
	ROC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Total Maximum Daily Emissions	1.1	0.7	1.3	< 0.1	< 0.1	< 0.1
VCAPCD Thresholds	25	25	N/A	N/A	N/A	N/A
Threshold Exceeded?	No	No	No	No	No	No
Source: Rincon Consulting, Inc. (November 2020)						
Notes: *Refer to Appendix A of Appendix D for CalEEMod output results.						

Level of Significance Before Mitigation

Less Than Significant Impact for Construction.
Less Than Significant Impact for Operations.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact for Construction.
Less Than Significant Impact for Operations.

SENSITIVE RECEPTORS

The proposed project could expose sensitive receptors to substantial pollutant concentrations exceeding state or federal standards or in excess of health risk criteria for toxic air contaminants (Threshold AQ-4).

Impact Analysis:

CARBON MONOXIDE HOTSPOT

A carbon monoxide (CO) hotspot is a localized concentration of CO that is above a CO ambient air quality standard. Localized CO hotspots can occur at intersections with heavy peak hour traffic. Specifically, hotspots can be created at intersections where traffic levels are sufficiently high such that the local CO concentration exceeds the federal one-hour standard of 35.0 parts per million (ppm) or the federal and state 8-hour standard of 9.0 ppm (CARB 2016).

In Ventura County, ambient air monitoring for CO stopped in 2004, with the approval of the USEPA – Region 9, because CO background concentrations in El Rio, Simi Valley, and Ojai were much lower than the CAAQS. The highest recorded CO background concentration in Ventura County was in Simi Valley at 6.2 ppm for 1-hour, 1.6 ppm for 8-hour (VCAPCD 2017).

No CO hotspots are expected to occur in the southern Oxnard area where the proposed project would be located; thus, additional CO modeling analysis is not warranted. In addition, with over 80 percent of the CO in urban areas emitted by motor vehicles, and with stricter, cleaner emission standards to the mobile fleet, CO ambient concentrations should remain at or lower than the most recent CO monitoring data available for Ventura County.

MOBILE SOURCE EMISSIONS

The proposed project impact analysis is based on mobile sources. The model projected the proposed project’s CO emissions to be 16.5 pounds per day (lbs/day) during the construction phase and 0.5 lbs/day during the operational phase. While Ventura County does not have established significance thresholds for CO, neighboring air districts, which have more prevalent air quality issues, have CO significance thresholds of 100–550 lbs/day (San Joaquin Valley APCD, South Coast AQMD, San Diego APCD). In comparison to those previously mentioned thresholds, the proposed project’s estimated CO emissions are minimal.

Traffic-congested roadways and intersections have the potential to generate elevated localized carbon monoxide levels (i.e., CO hotspots). In general, CO hotspots occur in areas with poor circulation or areas with heavy traffic. Existing CO levels in Ventura County have been historically low enough that VCAPCD

monitoring stations throughout the County ceased monitoring ambient carbon monoxide concentrations in March and July of 2004 (VCAPCD 2003).

The proposed project would result in a minor increase in vehicle traffic as a result of worker vehicle trips, delivery of heavy-duty equipment and materials, and haul trips during project construction. Because the project site is not located in an area with poor circulation or heavy traffic, project-related traffic would not cause or contribute to potential temporary CO hotspots. Therefore, the proposed project would not expose sensitive receptors to substantial CO concentrations; CO impacts would be less than significant.

FUGITIVE DUST EMISSIONS

During construction, fugitive dust generators from the construction equipment from the grubbing, site preparation and grading activities would require compliance with VCAPCD Rules 55, 55.1, and 55.2 which would reduce impacts by implementing control measures during earthmoving activities to reduce and limit the amount of dust on the project site.

During the operational phase, the gravel installation is suitable in reducing fugitive dust emissions associated with the temporary outdoor vehicle storage facility. In addition, vehicles would be driven very slowly on the project site so as keep the gravel in place, not kick-up dust and gravel, and not damage the new vehicles. In any case, the proposed project would be subject to standard conditions of project approval to minimize emissions and to maximize dust suppression on-site. Therefore, the proposed project would not expose nearby sensitive receptors to substantial concentrations of fugitive dust emissions; fugitive dust impacts would be less than significant.

TOXIC AIR CONTAMINANTS

CARB's *Air Quality and Land Use Handbook: A Community Health Perspective* (2005) provides recommendations regarding the siting of new sensitive land uses near potential sources of air toxic emissions (e.g., freeways, distribution centers, rail yards, ports, refineries, chrome plating facilities, dry cleaners, and gasoline dispensing facilities). The proposed project would not be classified as a potential source of Toxic Air Contaminants (TACs) as the proposed project is a temporary outdoor vehicle storage facility for vehicles coming to/from the Port. Therefore, the proposed project would not expose nearby sensitive receptors to substantial concentrations of TACs; TAC impacts would be less than significant.

Level of Significance Before Mitigation

- Less Than Significant Impact for Carbon Monoxide Hotspot.
- Less Than Significant Impact for Fugitive Dust Emissions.
- Less Than Significant Impact for Toxic Air Contaminants.

Mitigation Measures

- No mitigation measures are required.

Level of Significance After Mitigation

- Less Than Significant Impact for Carbon Monoxide Hotspot.
- Less Than Significant Impact for Fugitive Dust Emissions.
- Less Than Significant Impact for Toxic Air Contaminants.

OBJECTIONABLE ODORS

The proposed project could create objectionable odors affecting a substantial number of people (Threshold AQ-5).

Impact Analysis: A project-related significant adverse effect could occur if construction or operation of a project results in the generation of odors that are perceptible in adjacent sensitive areas. The proposed project does not include any of the land uses identified by the VCAPCD that are associated with odors, such as wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, asphalt batch plants, painting and coating operations, fiberglass operations, food processing facilities, feed lots/dairies, petroleum facilities, chemical manufacturing operations and facilities, and rendering plants.

The proposed project does include diesel vehicles during construction; however, these impacts would be temporary as the use of diesel vehicles would cease once the construction period ends in 2022. The proposed project would be consistent with all applicable rules and regulations governing construction equipment and processes.

The proposed project is immediately surrounded by similar and other industrial uses identified by the VCAPCD. The proposed project would not create objectionable odors affecting a substantial number of people during short-term construction or long-term operations. Thus, the proposed project would have no impact related to the creation of objectionable odors or generate objectionable odors affecting a substantial number of people.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.3.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable air quality impacts.

Impact Analysis: With respect to the proposed project's construction-related air quality emissions and cumulative Basin-wide conditions, the VCAPCD has developed strategies to reduce criteria pollutant emissions outlined in the *2016 AQMP* pursuant to federal Clean Air Act mandates. As such, the proposed project would comply with the requirements stipulated in VCAPCD Rules 55, 55.1, and 55.2 to address fugitive dust; paved roads and public unpaved roads; and street sweeping equipment. In addition, the proposed project would comply with adopted *2016 AQMP* emissions control measures. In addition, the proposed project would be subject to standard conditions of project approval including the VCAPCD rules mentioned above and preparation of a Stormwater Pollution Prevention Plan (SWPPP) to minimize emissions and to maximize dust suppression on-site.

Per VCAPCD rules and mandates, as well as the CEQA requirement that significant impacts be mitigated to the extent feasible, these same requirements (i.e., Rule compliance, the implementation of all feasible

mitigation measures, and compliance with adopted AQMP emissions control measures) would also be imposed on construction projects throughout the Basin, which would include related cumulative projects.

As discussed previously, the proposed project would not result in long-term air quality impacts, as emissions would not exceed the VCAPCD adopted operational thresholds. Additionally, adherence to VCAPCD rules and regulations would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.3.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to air quality. Therefore, no significant unavoidable air quality impacts would occur as a result of the proposed project.

5.3.8 Sources Cited

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

Rincon Consultants, Inc., *Port of Hueneme 34-acre Temporary Outdoor Vehicle Storage Facility Air Quality and Greenhouse Gas Study*, November 2020.

5.4 BIOLOGICAL RESOURCES

5.4.1 Summary

The table below summarizes the significance threshold criteria utilized in the biological resources analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold BIO-1:</i> Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.		X		
<i>Threshold BIO-2:</i> Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service.		X		
<i>Threshold BIO-3:</i> Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means.				X
<i>Threshold BIO-4:</i> 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.				X
<i>Threshold BIO-5:</i> Conflict with any local policies or ordinances protecting biological resources.			X	
<i>Threshold BIO-6:</i> Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.			X	

Cumulative biological resources impacts were concluded to be Less Than Significant.

5.4.2 Regulatory Setting

FEDERAL

Fish and Wildlife Service

The United States Fish and Wildlife Service (USFWS) implements the Migratory Bird Treaty Act (16 *United States Code* [USC] Sections 703-711), the Bald and Golden Eagle Protection Act (16 USC Section 668), Section 10 and the federal Endangered Species Act (FESA; 16 USC Section 153 et seq.). Projects that would result in take of any federally listed threatened or endangered species are required to obtain permits from the USFWS through either Section 7 (interagency consultation with a federal nexus) or Section 10 (incidental take permit) of FESA, depending on the involvement by the federal government in permitting or funding a project. The permitting process is used to determine if a project would jeopardize the continued existence of a listed species and what mitigation measures would be required to avoid jeopardizing the species.

Take under federal definition means to harass, harm (which includes habitat modification), pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct. Proposed or candidate species do not have the full protection of FESA; however, the USFWS advises project applicants that they could be elevated to listed status at any time.

Army Corps of Engineers

Under Clean Water Act Section 404 and Rivers and Harbors Act Section 10, the United States Army Corps of Engineers (USACE) has authority to regulate activity that could discharge fill or dredge material or otherwise adversely modify wetlands or other waters of the United States. Perennial and intermittent creeks and adjacent wetlands are considered waters of the United States and are within the regulatory jurisdiction of the USACE. The USACE implements the federal policy embodied in Executive Order 11990, which, when implemented, is intended to result in no net loss of wetlands values or acres. In achieving the goals of the Clean Water Act, the USACE seeks to avoid adverse impacts and to offset unavoidable adverse impacts on existing aquatic resources. Any fill or adverse modification of waters of the U.S. wetlands may require a permit from the USACE prior to the start of work. Typically, permits issued by the USACE are a condition of a project as mitigation to offset unavoidable impacts on wetlands and other waters of the United States in a manner that achieves the goal of no net loss of wetland acres or values.

Clean Water Act, Section 404

Pursuant to Clean Water Act (CWA) Section 404, the United State Army Corps of Engineer (USACE) is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the United States (U.S.), which include those waters listed in 33 *Code of Federal Regulations* (CFR) Part 328 (Definitions). The fundamental rationale of Section 404 of the CWA is that no discharge of dredged or fill material should be permitted if there is a practicable alternative that would be less damaging to aquatic resources or if significant degradation would occur to waters of the U.S. (including wetlands).

The USACE defines wetlands as containing three parameters: hydrophytic vegetation, hydric soils, and wetland hydrology, further discussed in the methodology section below.

The USACE, with oversight by the United States Environmental Protection Agency (USEPA), has the principal authority to issue CWA Section 404 Permits (40 CFR Part 230). Under two 1989 Memorandums of Agreement (MOAs) between USEPA and the United States Department of Defense, USACE is given sole

responsibility for making final permit decisions pursuant to Section 404 and “conducts jurisdictional delineations associated with the day-to-day administration of the Section 404 program.” However, USEPA retains the authority to enforce compliance with Section 404 and maintains the power to overrule USACE decisions on the issuance or denial of permits. If there is a dispute about whether an area can be regulated, the USEPA has the ultimate authority to determine the actual geographic scope of waters of the U.S. subject to jurisdiction under all sections of the CWA, including the Section 404 regulatory program.

Clean Water Act, Section 401

If it is determined that an activity proposed within jurisdictional waters requires a permit pursuant to Section 404 of the CWA, then, pursuant to Section 401 of the CWA, the Regional Water Quality Control Board (RWQCB), Los Angeles-Region 4 must certify that the discharge will comply with state water quality standards or waive the certification requirement.

STATE

California Endangered Species Act

The California Endangered Species Act (CESA) declares that deserving plant or animal species will be given protection by the state because they are of ecological, educational, historical, recreational, aesthetic, economic, and scientific value to the people of the state. CESA establishes that it is state policy to conserve, protect, restore, and enhance endangered species and their habitats. Under state law, plant and animal species may be formally designated as Rare, Threatened, or Endangered through official listing by the California Department of Fish and Wildlife (CDFW). Listed species are given greater attention during the land use planning process by local governments, public agencies, and landowners than are species that have not been listed.

On private property, Endangered plants may also be protected by the Native Plant Protection Act (NPPA) of 1977. Threatened plants are protected by CESA, and Rare plants are protected by the NPPA. However, CESA authorizes that “Private entities may take plant species listed as Endangered or Threatened under the FESA and CESA through a federal incidental take permit issued pursuant to Section 10 of the ESA, if the CDFW certifies that the incidental take statement or incidental take permit is consistent with CESA.” In addition, the CEQA requires disclosure of any potential impacts on listed species and alternatives or mitigation that would reduce those impacts.

California Environmental Quality Act – Treatment of Listed Plant and Animal Species

FESA and CESA protect only those species formally listed as Threatened or Endangered (or Rare in the case of the state list). *CEQA Guidelines* Section 15380 defines “Endangered” species of plants or animals as those whose survival and reproduction in the wild are in immediate jeopardy and “Rare” species as those that are in such low numbers that they could become Endangered if their environment worsens. Therefore, a project normally will have a significant effect on the environment if it will substantially affect a Rare or Endangered species of animal or plant or the habitat of the species.

California Department of Fish and Wildlife

The California Department of Fish and Wildlife (CDFW) derives its authority from the *California Fish and Game Code*. The California Endangered Species Act (CESA; *California Fish and Game Code* Section 2050, et seq.) prohibits take of listed threatened or endangered species. Take under CESA is restricted to direct killing of a listed species and does not prohibit indirect harm by way of habitat modification.

Species of Special Concern (SSC) is a category used by CDFW for those species that are considered to be indicators of regional habitat changes or are considered to be potential future protected species. Species of Special Concern do not have any special legal status except that afforded by the *California Fish and Game Code*. The SSC category is intended by the CDFW for use as a management tool to take these species into special consideration when decisions are made concerning the development of natural lands.

The CDFW also has authority to administer the Native Plant Protection Act (*California Fish and Game Code* Section 1900, et seq.). The Act requires CDFW to establish criteria for determining if a species, a subspecies, or a variety of native plant is endangered or rare. Under Section 1913(c) of the Act, the owner of land where a rare or endangered native plant is growing is required to notify the department at least 10 days in advance of changing the land use to allow for salvage of the plant.

Perennial and intermittent streams also fall under the jurisdiction of the CDFW. *California Fish and Game Code* Sections 1601-1603 (Streambed Alteration Agreements) give the CDFW regulatory authority over work within the stream zone (which could extend to the 100-year flood plain) consisting of, but not limited to, the diversion or obstruction of the natural flow or changes in the channel, bed, or bank of any river, stream or lake.

The Natural Community Conservation Planning Act of 1991 was established by the California Legislature, is directed by the Department of Fish and Wildlife, and is being implemented by the state, and public and private partnerships to protect habitat in California. As opposed to the single species interpretation of the Endangered Species Act (ESA), this act aims at protecting many species using a regional approach to habitat preservation. A Natural Communities Conservation Plan (NCCP) identifies and provides for the regional or area wide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity.

California Fish and Game Code Sections 3503, 3503.5, and 3800

California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the destruction of bird nests and eggs (Section 3503), and the take of birds of prey (Section 3503.5) and nongame birds (Section 3800). Disturbance that causes nest abandonment and/or loss of reproductive effort (killing or abandonment of eggs or young) is considered “take.” Such a take would also violate federal law protecting migratory birds. Incidental Take Permits (i.e., Management Agreements) are required from the CDFW for projects that may result in the incidental take of species listed by the State of California as Endangered, Threatened, or candidate species. The permits require that impacts to protected species be minimized to the extent possible and mitigated to a level of insignificance.

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 (*California Water Code* Sections 13000-13999.10) mandates that waters of the state shall be protected. “Waters of the state” means any surface water or groundwater, including saline waters, within the boundaries of the state. The Porter-Cologne Act

establishes state procedures for implementing portions of the CWA, and also provides a state-level program for regulating the discharges of waste into waters of the state which is implemented in concert with CWA requirements.

There is no geographic definition of waters of the state, and the Regional Water Quality Control Board (RWQCB) generally shares USACE jurisdiction unless isolated conditions are present. Where waters are excluded from federal jurisdiction, either due to isolation from navigable or interstate waters or because they lack a significant nexus to navigable waters, the RWQCB’s practice has been to assume jurisdiction using the USACE’s definition of the ordinary high water mark (OHWM) and/or the three-parameter wetlands methodology pursuant to the 1987 Wetland Delineation Manual.

Streambed Alteration Program

Pursuant to *California Fish and Game Code* Section 1602, the CDFW requires notification from any entity proposing a project that will: 1) divert, obstruct, or change the natural flow or the bed, channel, or bank of any river, stream, or lake; 2) use materials from a streambed; or 3) result in the disposal or deposition of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into any river, stream, or lake. If CDFW determines that the activity will adversely affect fish and wildlife resources, a Lake or Streambed Alteration Agreement (LSAA) between the entity and CDFW is required.

CDFW jurisdiction applies to all perennial, intermittent, and ephemeral rivers, streams, and lakes in the state. The CDFW’s regulatory authority extends to include riparian habitat supported by a river, stream, or lake regardless of the presence or absence of hydric soils and saturated soil conditions. In addition, the term stream can include ephemeral streams, dry washes, watercourses with subsurface flows, and manmade features such as canals, aqueducts, irrigation ditches, and other means of water conveyance if they support aquatic life, riparian vegetation, or stream-dependent terrestrial wildlife.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Environmental Resources Chapter (Chapter 5) are listed below.

Natural and Cultural Resources

- Goal ER-1 Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.
- Policy ER-1.1 *Protect Oxnard’s Natural and Cultural Resources.* Protect the City’s natural resource areas, fish and wildlife habitat, scenic areas, open space areas, parks, and cultural and historic resources from unnecessary encroachment or harm and if encroachment or harm is necessary, fully mitigate the impacts to the maximum extent feasible.

Biological and Ecological Habitats

- Goal ER-2 Maintenance and enhancement of natural resources and open space.
- Policy ER-2.2 *Designation and Protection of Sensitive Habitat Areas.* Evaluate existing and potential sensitive habitat areas (Environmentally Sensitive Habitat Area in the Coastal Zone – ESHA) as resource protection or open space land

uses, including but not limited to 1) Ormond Beach wetlands and upland areas, 2) Santa Clara River estuary and riverbed, 3) Edison Canal and harbor-related habitat areas, and 4) various dune habitat areas.

Policy ER-2.4 *Design Review Process.* Use the environmental and design review process to protect designated sensitive habitat, and promote open space.

Water Habitats

Goal ER-3 Protected, restored, and enhanced of water-related habitats and their associated plant and wildlife species.

Policy ER-3.1 *Preservation of Riparian Habitat.* Require the preservation and enhancement of the riparian habitat along the Santa Clara River, Edison Canal, the McGrath Lake vicinity, and within the Ormond Beach wetlands.

Policy ER-3.2 *Review of Development Proposals.* Review development proposals in accordance with applicable Federal, State, and local statutes protecting special-status species and jurisdictional wetlands and be open to requiring greater protection.

Policy ER-3.3 *Request Mitigation Measures from Other Agencies.* Whenever possible, request appropriate feasible County, State, and Federal agency mitigation measures.

Policy ER-3.5 *Reduce Construction Silt and Sediment.* Require that construction-related silt and sediment be minimized or prohibited to minimize temporary impacts on biological resources.

Sensitive Habitat Areas

Goal ER-4 Protected, restored, and enhanced sensitive habitat areas.

Policy ER-4.1 *Encourage Protection of Sensitive Habitat.* Identify and encourage protection of sensitive habitat areas, with attention to habitat that may span small parcels.

Policy ER-4.2 *Limiting Activities in Sensitive Areas.* Limit the recreational activities in open space areas with sensitive habitats to those activities that have minimal impact.

Policy ER-4.3 *Designation of Resource Protection Areas.* Designate areas that encompass sensitive habitat areas and provide areas for educational and research purposes.

Policy ER-4.4 *Loss of Sensitive Habitats.* Consider loss of sensitive habitats due to development to be a significant environmental impact. All development that is proposed to disturb or remove sensitive habitat shall demonstrate appropriate feasible mitigation.

5.4.3 Environmental Setting

The project site is within Township 1N, Range 21W, San Bernardino Baseline and Meridian, and is depicted on the United States Geological Survey (USGS) Oxnard, California 7.5-minute topographic quadrangle map.

Locally, the approximately 34-acre project site is located at the southeast corner of West Hueneme Road and Perkins Road within Assessor Parcel Numbers (APNs) 231-0-092-245 and 231-0-092-105 in Oxnard, California. Regionally, the site is located approximately one mile east of the waterfront at The Port of Hueneme and 0.7 miles north of Ormond Beach and the Pacific Ocean.

Lands designated for commercial and residential uses are located north of the project site. To the east of the project site is a large trailer truck storage facility. To the south, the project site is vacant land currently in the conceptual planning stages for future wetland restoration and owned by The Nature Conservancy. To the west of the project site are permitted coastal dependent industrial uses. The City of Oxnard Advanced Water Purification Facility (AWPF) is located adjacent to the southwestern corner of the project site. The Ormond Lagoon Waterway¹² is located to the southeast of the project site. The project site is not located within the Coastal Zone.

BIOLOGICAL RESOURCES INVENTORY

The “study area” for the biological resources inventory includes the approximately 34-acre project site plus a 100-foot buffer surrounding the project site. Refer to *Exhibit 5.4-1, Biological Survey – Site Footprint and Study Area*.

Survey Methodology

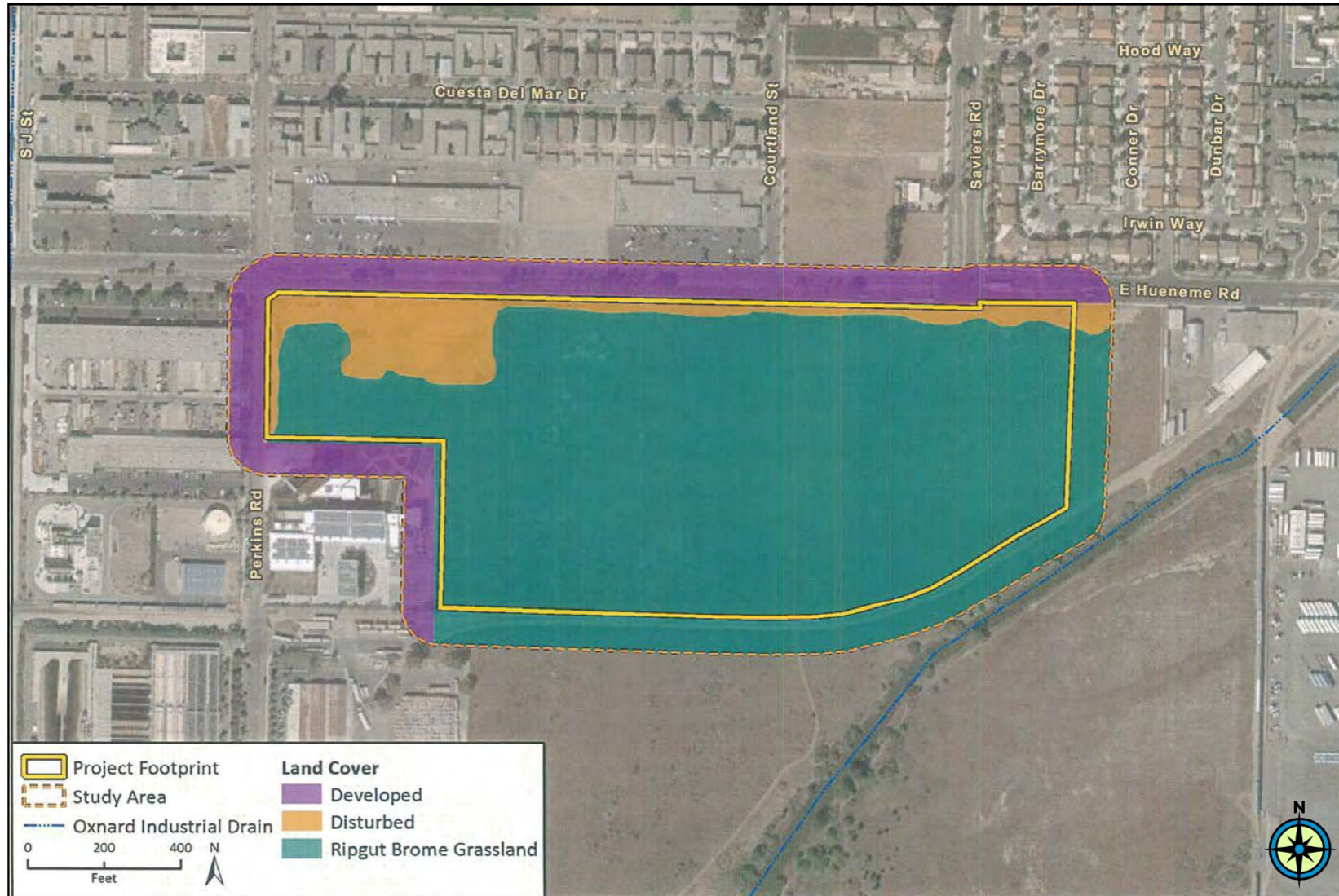
This evaluation consisted of a review of relevant background literature, followed by a reconnaissance-level field survey. The analysis included an investigation to determine the presence/absence of sensitive vegetation, jurisdictional waters and streams, and habitat that could potentially support special-status species. Rincon reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDDB) and Biogeographic Information and Observation System as reflected in the special-status species table discussed later in this section, as well as the United States Fish and Wildlife Service (USFWS) Critical Habitat Portal, to determine whether any observations of special-status species, habitats, or other sensitive biological resources have been recorded in the vicinity of the project site. The National Wetlands Inventory Wetlands Mapper was also reviewed prior to the field survey. Potential on-site wetland features were assessed as part of the field survey which focused on the project site and the study area – an approximate 100-foot buffer, where accessible.

Site Survey

Site Survey 2018. Rincon Consultants Inc. (Rincon) Biologists Robin Murray and Jasmin Byrd conducted a reconnaissance-level field survey on April 16, 2018, from approximately 10:00 a.m. to 11:00 a.m. The purpose of the survey was to document existing biological conditions within the study area, including plant and wildlife species, vegetation communities, potential jurisdictional waters and wetlands, and the potential for presence of special status species and/or habitats. The biologists conducted the survey on foot. Weather conditions during the survey included an average temperature of 62 degrees Fahrenheit, with winds between 20 and 25 miles per hour and 0 percent cloud cover. Site photographs are presented in Appendix E, pages A-1 and A-2.

¹² The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.

EXHIBIT 5.4-1 BIOLOGICAL SURVEY – SITE FOOTPRINT AND STUDY AREA



Source: Rincon Consultants, Inc. (April 2018)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

Site Survey 2020. Rincon Biologist Danielle Yaconelli conducted a reconnaissance-level field survey on October 29, 2020, from approximately 9:30 a.m. to 10:30 a.m. The purpose of the survey was to document whether existing biological conditions documented within the project site by Rincon in 2018 remain present, or whether any changes to Rincon’s previously completed Biological Resources Inventory (Appendix E) are necessary.

The 2020 survey documented current biological conditions within the study area, including plant and wildlife species, vegetation communities, potential jurisdictional waters and wetlands, and the potential for presence of special-status species and/or habitats. The biologists conducted the survey on foot. Weather conditions during the survey included an average temperature of 64 degrees Fahrenheit, with winds between 0 and 5 miles per hour and 0 percent cloud cover. Site photographs are presented Appendix F, pages B-1 and B-2. The 2020 site survey confirmed that existing biological conditions are consistent with the 2018 site survey and that no site changes from 2018 were observed.

The project site had been historically used for agricultural purposes and is currently vacant and disturbed. The site contains ruderal vegetation. The National Wetlands Inventory Wetlands Mapper (NWI) depicts a 0.20-acre freshwater wetland pond within the project site; however, no indication of a wetland was observed during the field survey.

Land Cover and Vegetation

The project site shows evidence of historical agricultural use (i.e., discing scars). Some portions of the project site are disturbed, with little to no vegetation present.

The dominant vegetation community throughout the remainder of the study area is ripgut brome grassland (*Bromus diandrus* herbaceous semi-natural alliance). Ripgut brome and slender wild oats (*Avena barbata*) are the dominant species, though other weedy species commonly encountered in ruderal environments are common. These species include cheeseweed (*Malva parviflora*), yellow sweetclover (*Melilotus indicus*), and Russian thistle (*Salsola tragus*). Several native species are present in low densities, including coyote brush (*Baccharis pilularis*), succulent lupine (*Lupinus succulentus*), and lamb's quarters (*Chenopodium album*). Site photographs are presented in Appendix E, pages A-1 and A-2, and Appendix F, pages B-1 and B-2.

Within the study area surrounding the project site, land cover includes ripgut brome grassland and developed land. In the west and north, the study area includes developed land that contains existing commercial and residential development. In the east, the adjacent parcel contains the same ripgut brome vegetation community as the project site. In the south and southeast, the project site is bordered by a railroad right of way. South of the Ventura County Railway (VCRR) right of way is additional ripgut brome grassland.

The Ormond Lagoon Waterway lies immediately south of the study area. While this area was not observed in great detail, the banks of the drain are vegetated by California bulrush (*Schoenoplectus californicus*). A list of plant species observed during the field reconnaissance survey is presented in [Section 5.4.4](#) (refer to [Table 5.4-1, Species Observed During Field Reconnaissance](#)).

JURISDICTIONAL DELINEATION

A jurisdictional delineation was conducted to determine the location and extent of water resources within the project site that are potentially subject to the jurisdiction of the United States Army Corps of Engineers (USACE), Los Angeles Regional Water Quality Control Board (RWQCB), and California Department of Fish and Wildlife (CDFW). The property is not located within the California Coastal Zone, and thus, not within the jurisdiction of the California Coastal Commission (CCC).

Ground disturbance in areas identified as jurisdictional waters may be subject to the permit requirements of:

- the USACE under Section 404 of the Clean Water Act (CWA),
- the Regional Water Quality Control Board (RWQCB) under Section 401 of the Clean Water Act and Porter-Cologne Water Quality Control Act, and
- a Streambed Alteration Agreement from the CDFW pursuant to Sections 1600 et. seq. of the *California Fish and Game Code*.

Applicable state and federal agencies would review permit applications to determine the lack of or the extent of jurisdictional areas, and the requirements to maintain them.

The jurisdictional delineation for the proposed project, included in its entirety as Appendix G, provides a description of the project, regulatory guidance, methods used to determine jurisdictional boundaries, and a summary of agency jurisdiction that may be impacted by project activities.

The project site consists of two parcels of vacant land located just outside the coastal zone. The coastal zone line runs along the western and southern project boundary, but does not include the project site. The existing VCRR railroad line (raised on gravel and imported soil approximately 1-3 feet) is located along the southern project boundary.

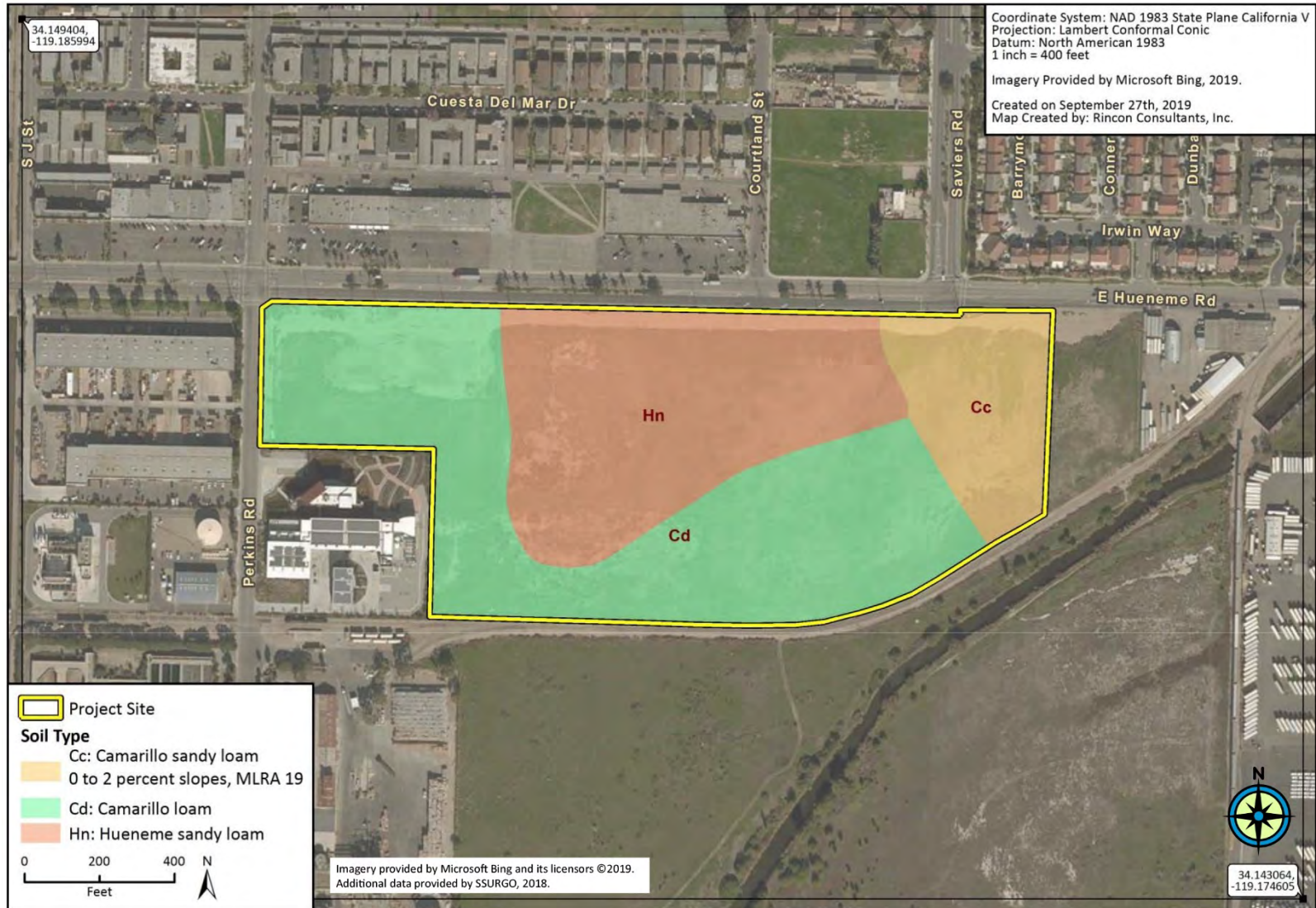
Review of Google Earth 2019 indicates the project site has been undeveloped since 1994, the earliest reviewable date on Google Earth. In addition, in 1994 the VCRR railroad line was in place, defining the southern project boundary. It appears that the soil within the project site had been ripped in 2003, and regularly ripped throughout the years up until the present date. In July 2005, it appears from Google Earth that the southwestern portion of the project site had been graded and compacted, using the site for stockpiling materials through 2007. In 2011, the northwestern portion of the site and the northern extent of the site along West Hueneme Road had been graded/compacted and used for stockpiling materials. It is possible that imported gravel and fill was placed in these graded areas. By 2013, the site was abandoned, and remnant signs of previous grading remain.

During the September 2019 field review by Rincon Consultants, Inc., the project site was vacant and the soil was ripped, leaving the top six to eight inches of soil loose and friable. The project site contained ruderal vegetation.

Topography and Soils

The project site is flat with a slight general slope toward the south and is 8 to 14 feet above mean sea level. According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is underlain by three mapped soil units: Camarillo loam; Hueneme sandy loam; and Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19; refer to [Exhibit 5.4-2, Jurisdictional Delineation – Soils Map](#).

EXHIBIT 5.4-2 JURISDICTIONAL DELINEATION – SOILS MAP



Source: Rincon Consultants, Inc. (September 2019)

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Camarillo loam soils are poorly drained soils originating from alluvial derived from sedimentary rock with 0 to 2 percent slopes. Hueneme sandy loam soils are poorly drained, sandy soils originating from stratified alluvium derived from sedimentary rock with a 0 to 2 percent slope. Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19 soils are poorly drained, sandy soils originating from alluvium derived from sedimentary rock with a 0 to 2 percent slope. These three soil map units are listed as hydric soils; refer to Exhibit 5.4-2.

Soils investigated during the field survey at the seven sampling points (refer to Exhibit 5.4-3, Jurisdictional Delineation – Sampling Locations), had been ripped in the top 0 to 8 inches. Within the seven sampling points, the soils were loamy sand and sandy loam consistency, with no hydric soil indicators.

In addition, the soils beneath the ripping was heavily compacted and imported gravel was unearthed indicating signs of previous site disturbances, as observed from the aerial imagery review (Google Earth 2019) dating back to 2005. These disturbances, along with the regular ripping of the soils indicate that normal circumstances within the project site do not occur.

Land Cover and Vegetation

The project site shows evidence of historical agricultural use (i.e., disking/ripping). Some portions of the project site had little to no vegetation present. The dominant vegetation community throughout the project site was identified as riggut brome grassland (*Bromus diandrus* herbaceous semi-natural alliance) also dominated by Russian knapweed (*Acroptilon repens*). Refer to Exhibit 5.4-4, Jurisdictional Delineation – Vegetation Map.

Both species are non-native upland species. The site also consists of other weedy species commonly encountered in ruderal environments including white sweetclover (*Melilotus alba*) (UPL¹³), western ragweed (*Ambrosia psilostachya*) (FACU¹⁴), and Burmuda grass (*Cynodon dactylon*) (UPL). In addition, a small patch of salt heliotrope (*Heliotrope curassavicum*) was identified within the riggut brome grassland community (refer to Appendix G, Attachment A Photograph No. 4).

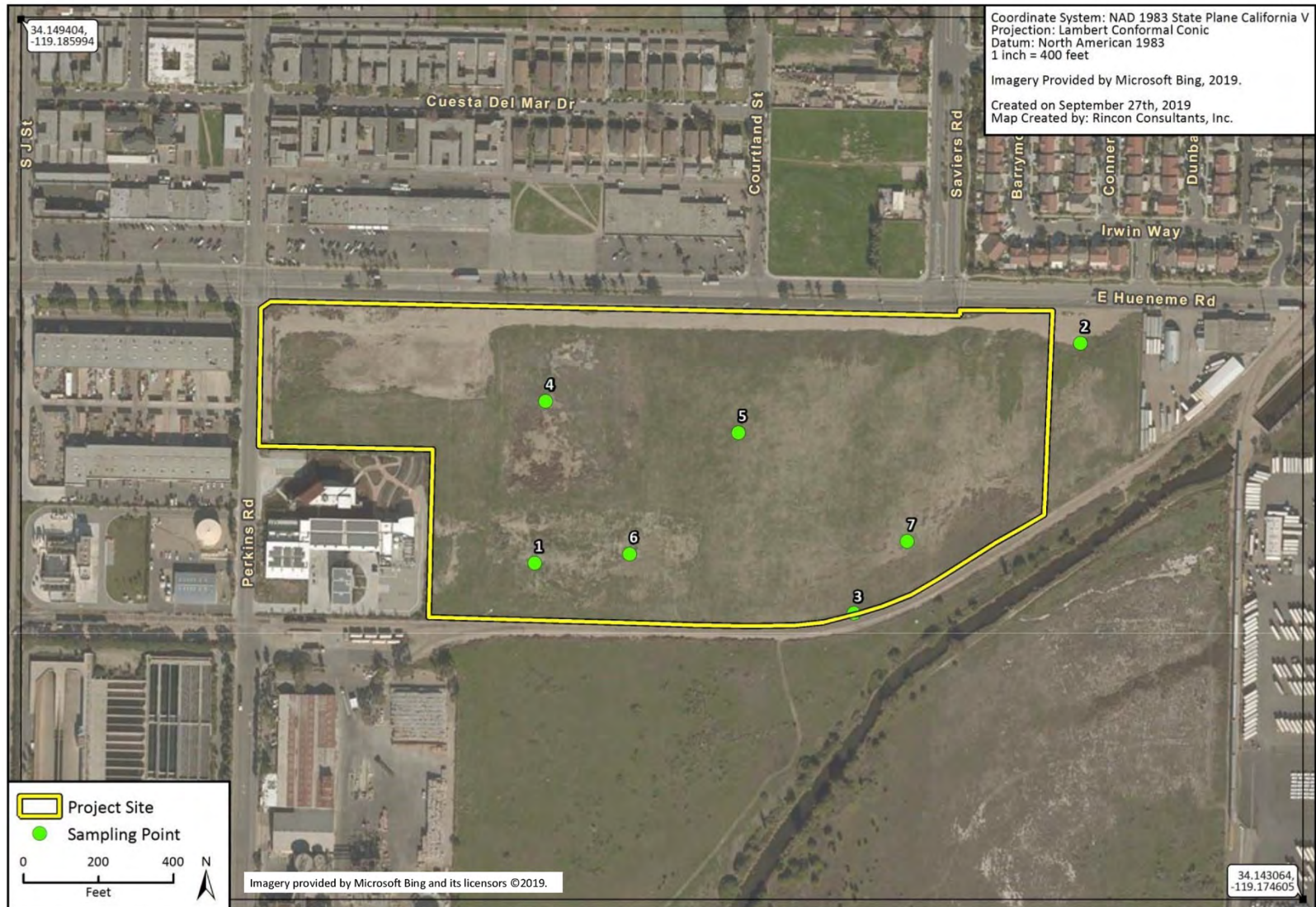
Watershed and Hydrology

The project site occurs within the McGrath Lake-Frontal Pacific Ocean Hydrological Unit (Code 180701030202). A portion of the Ormond Lagoon Waterway is south of the VCRR railroad tracks, and drains to the Pacific Ocean, approximately 0.7 miles to the south. The Ormond Lagoon Waterway is completely contained and visible as such on the aerial imagery review conducted by Rincon Consultants (Google Earth 2019), which includes aerial imagery of the project site dating back to 1994. No signs of flooding or inundation of the project site were observed, indicating that the raised VCRR railroad line may cut-off any hydrological connection to any waters to the south of the project site. In addition, no signs of hydrology were observed within the project site during the September 2019 field visit by Rincon Consultants, Inc.

13 The USACE National Wetland Plant List (Lichvar, et al. 2016) separates vascular plants into basic categories based on plant species frequency of occurrence in wetlands. Obligate Upland (UPL) species may occur in wetlands in another region but occur almost always under natural conditions in non-wetlands in the region specified.

14 The USACE National Wetland Plant List (Lichvar, et al. 2016) separates vascular plants into basic categories based on plant species frequency of occurrence in wetlands. Facultative Upland (FACU) species usually occur in non-wetlands, but occasionally found in wetlands.

EXHIBIT 5.4-3 JURISDICTIONAL DELINEATION – SAMPLING LOCATIONS



Source: Rincon Consultants, Inc. (September 2019)

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The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) show the project site within Zone X. Zone X includes areas of 0.2% annual chance flood; areas of 1% annual chance flood (100-year flood) with average depths of less than 1 foot or with drainage areas less than 1 square mile; and areas protected by levees from 1% annual chance flood. The Ormond Lagoon Waterway, southeast of the project site, has a 1% annual chance flood discharge contained in channel.

The National Wetlands Inventory Wetlands Mapper (NWI) depicts a 0.20-acre freshwater wetland pond within the project site; however, no indication of a wetland was observed during the 2019 field survey, as described in more detail below. Refer to Exhibit 5.4-4.

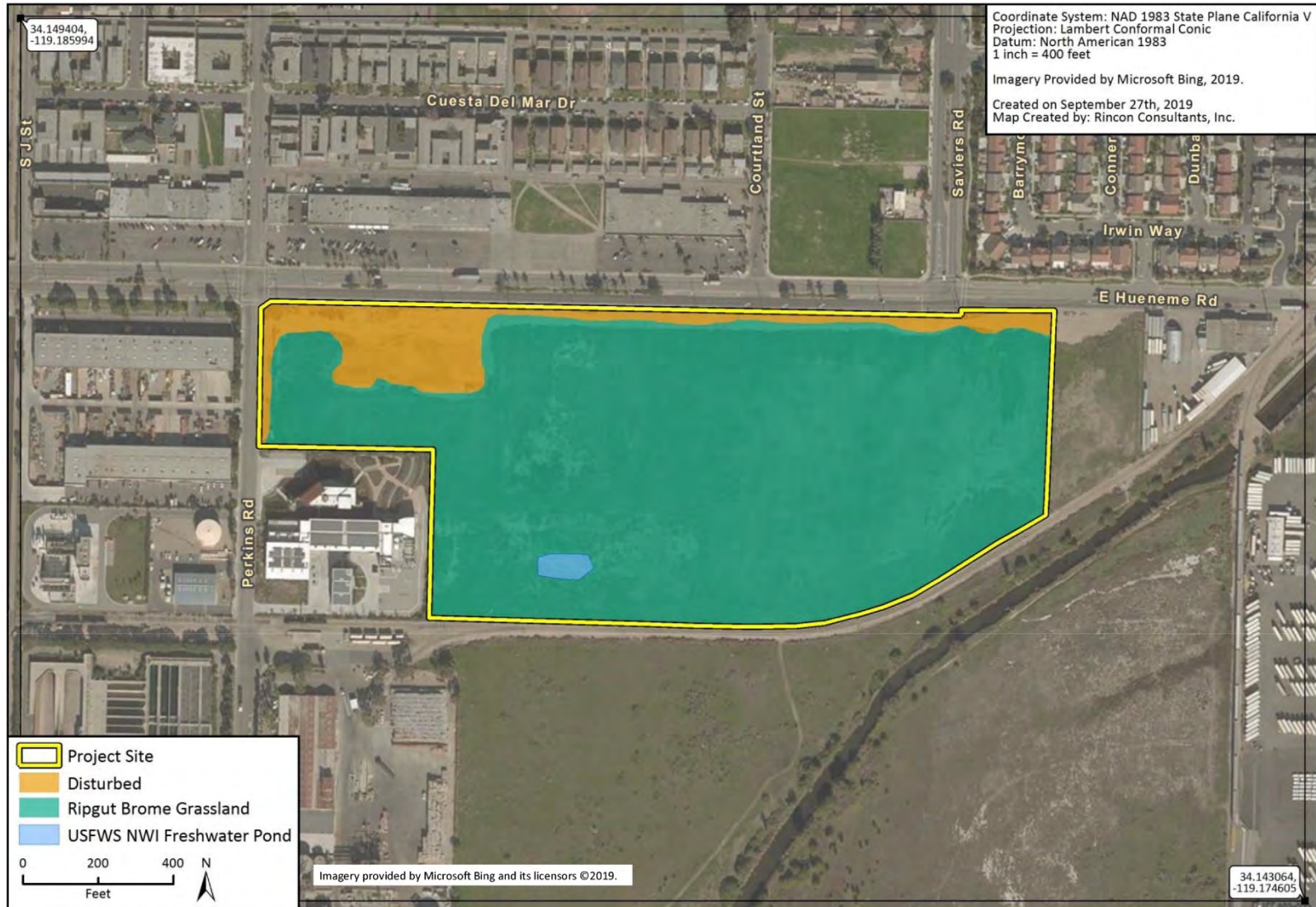
5.4.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this section. Accordingly, biological resources impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold BIO-1:* Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.
- *Threshold BIO-2:* Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service.
- *Threshold BIO-3:* Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means.
- *Threshold BIO-4:* Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.
- *Threshold BIO-5:* Conflict with any local policies or ordinances protecting biological resources.
- *Threshold BIO-6:* Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

EXHIBIT 5.4-4 JURISDICTIONAL DELINEATION – VEGETATION MAP



Source: Rincon Consultants, Inc. (September 2019)

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5.4.5 Project Impacts and Mitigation Measures

SENSITIVE OR SPECIAL STATUS BIOLOGICAL RESOURCES, OR RIPARIAN HABITATS, OR NATURAL COMMUNITIES

The proposed project could have a substantial adverse effect on sensitive or special status biological resources, or riparian habitats, or natural communities (Threshold BIO-1, Threshold BIO-2).

Impact Analysis: This section summarizes the results of the site reconnaissance survey and the potential of the project site to support sensitive biological resources. *Table 5.4-1, Species Observed During Field Reconnaissance*, summarizes the plants, reptiles, and birds observed on the project site during the April 2018 site reconnaissance survey.

**TABLE 5.4-1
SPECIES OBSERVED DURING FIELD RECONNAISSANCE**

Scientific Name	Common Name	Origin
Plants		
<i>Ambrosia psilostachya</i>	Western ragweed	Native
<i>Anagallis arvensis</i>	scarlet pimpernel	Non-Native
<i>Avena barbata</i>	wild oats	Non-Native
<i>Baccharis pilularis</i>	coyote brush	Native
<i>Brassica nigra</i>	black mustard	Non-Native
<i>Bromus diandrus</i>	ripgut brome	Non-Native
<i>Bromus madritensis</i>	red brome	Non-Native
<i>Chenopodium album</i>	lamb's quarters	Native
<i>Cortaderia jubata</i>	pampas grass	Non-Native
<i>Cynodon dactylon</i>	Bermuda grass	Non-Native
<i>Erodium cicutarium</i>	redstem filaree	Non-Native
<i>Geranium dissectum</i>	cutleaf geranium	Non-Native
<i>Hirschfeldia incana</i>	short-podded mustard	Non-Native
<i>Hordeum murinum</i>	foxtail barley	Non-Native
<i>Lupinus succulentus</i>	succulent lupine	Native
<i>Malva parviflora</i>	cheeseweed	Non-Native
<i>Mellilotus albus</i>	white sweetclover	Non-Native
<i>Mellilotus indicus</i>	yellow sweetclover	Non-Native
<i>Oxalis pes-caprae</i>	Bermuda buttercup	Non-Native
<i>Raphanus sativus</i>	wild radish	Non-Native
<i>Ricinus communis</i>	castor bean	Non-Native
<i>Salsola tragus</i>	Russian thistle	Non-Native
<i>Sonchus oleraceus</i>	sow thistle	Non-Native
<i>Stipa millacea</i>	smilio grass	Non-Native
Reptiles		
<i>Pituophis catenifer</i>	gopher snake	
Birds		
<i>Buteo jamaicensis</i>	red-tailed hawk	
<i>Corvus brachyrhynchos</i>	American crow	
<i>Phalacrocorax auritus</i>	double-crested cormorant	
<i>Melospiza melodia</i>	song sparrow	
<i>Sturnus vulgaris</i>	European starling	
<i>Sturnella neglecta</i>	western meadowlark	
Source: Rincon Consultants (April 2018)		

The project site and surrounding area provide habitat for wildlife species that commonly occur in urban areas of the City. The Ormond Lagoon Waterway, located just outside the study area, could support transient freshwater riverine and estuarine species.

None of the plants, reptiles, or birds listed observed on-site, which are listed above in Table 5.4-1, are special-status species.

SPECIAL-STATUS SPECIES

Local, state, and federal agencies regulate special-status species and may require an assessment of their presence or potential presence to be conducted prior to the approval of proposed development on a property. Assessments for the potential occurrence of special-status species are based upon known ranges, habitat preferences for the species, species occurrence records from the CNDDDB species occurrence records, from other sites in the vicinity of the study area, and previous reports for the project site.

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under ESA; those listed or candidates for listing as Rare, Threatened, Endangered under CESA or the Native Plant Protection Act; those identified as Fully Protected under *California Fish and Game Code* Sections 3511, 4700, 5050, and 5515; Species of Special Concern (SSC) identified by the CDFW; and plants occurring on Ranks 1 and 2 of the California Native Plant Society's California Rare Plant Rank system.

CNDDDB QUERY RESULTS

Based on a query of the CNDDDB, there are four special-status plant species and 21 special-status animal species documented within a 5-mile radius of the project site, as well as one sensitive natural community type, as listed in Table 5.4-2, CNDDDB Occurrences Within 5 Miles of Project Site.

Special-Status Plant Species and Sensitive Natural Community Types

None of the special-status plant species or sensitive natural community types listed in Table 5.4-2 were detected during the field reconnaissance survey on April 16, 2018 and October 29, 2020. Additionally, no special-status plant species are expected to occur given the disturbed nature of the site, the high degree of urbanization within the vicinity of the project site, and the specific biotypes or soil types each species requires.

**TABLE 5.4-2
CNDDDB OCCURRENCES WITHIN 5 MILES OF PROJECT SITE**

Scientific Name	Status*	Habitat Requirements
Plants		
<i>Astragalus pycnostachyus</i> var. <i>lanosissimus</i> Ventura Marsh milk-vetch	FE SE G2T1 / S1 Rank 1B.1	Marshes and swamps, coastal dunes, coastal scrub. Within reach of high tide or protected by barrier beaches, more rarely near seeps on sandy bluffs. 1-35 m. perennial herb. Blooms (Jun) Aug-Oct
<i>Chloropyron maritime</i> ssp. <i>Maritimum</i> salt marsh bird's-beak	FE SE G4T1 / S1 Rank 1B.2	Marshes and swamps, coastal dunes. Limited to the higher zones of salt marsh habitat. 0-10 m. annual herb (hemiparasitic). Blooms May -Oct (Nov)
<i>Lasthenia glabrata</i> ssp. <i>coulteri</i> Coulter's goldfields	G4T2 / S2 Rank 1B.1	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. 1-1375 m. annual herb. Blooms Feb-Jun
<i>Malacothrix similis</i> Mexican malacothrix	G2G3 / SH Rank 2A	Coastal dunes. 0-40 m. annual herb. Blooms Apr-May
Insects		
<i>Cicindela hirticollis</i> <i>gravid</i> a sandy beach tiger beetle	GST2 / S2	Inhabits areas adjacent to non-brackish water along the coast of California from San Francisco Bay to northern Mexico. Clean, dry, light-colored sand in the upper zone. Subterranean larvae prefer moist sand not affected by wave action.
<i>Cicindela senilis</i> <i>frosti</i> senile tiger beetle	G2G3T1T3 / S1	Inhabits marine shoreline, from Central California coast south to salt marshes of San Diego. Also found at Lake Elsinore. Inhabits dark-colored mud in the lower zone and dried salt pans in the upper zone.
<i>Coe/us</i> <i>globosus</i> globose dune beetle	G1G2 / S1S2	Inhabitant of coastal sand dune habitat; erratically distributed from Ten Mile Creek in Mendocino County south to Ensenada, Mexico. Inhabits foredunes and sand hummocks; it burrows beneath the sand surface and is most common beneath dune vegetation.
<i>Oanaus</i> <i>plexippus</i> <i>pop. 1</i> monarch - California overwintering population	G4T2T3 / S2S3	Winter roost sites extend along the coast from northern Mendocino to Baja California, Mexico. Roosts located in wind-protected tree groves (eucalyptus, Monterey pine, cypress), with nectar and water sources nearby.
<i>Panoquina</i> <i>errans</i> wandering (=saltmarsh) skipper	G4G5 / S2	Southern California coastal salt marshes. Requires moist saltgrass for larval development.
<i>Tryonia</i> <i>imitator</i> mimic tryonia (=California brackish water snail)	G2 / S2	Inhabits coastal lagoons, estuaries and salt marshes from Sonoma County south to San Diego County. Found only in permanently submerged areas in a variety of sediment types; able to withstand a wide range of salinities.
Fish		
<i>Eucyclogobius</i> <i>newberryi</i> tidewater goby	FE G3 / S3 SSC	Brackish water habitats along the California coast from Agua Hedionda Lagoon, San Diego County to the mouth of the Smith River. Found in shallow lagoons and lower stream reaches, they need fairly still but not stagnant water and high oxygen levels .
Reptiles		
<i>Anniella</i> <i>stebbinsi</i> southern California legless lizard	G3 I S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose lo a my soils under sparse vegetation. Disjunct populations in the Tehachapi and Piute Mountains in Kern County. Variety of habitats; generally in moist, loose soil. They prefer soils with a high moisture content.
Birds		
<i>Athene</i> <i>cunicularia</i> burrowing owl	G4 / S3 SSC	Open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. Subterranean nester, dependent upon burrowing mammals, most notably, the California ground squirrel.
<i>Buteo</i> <i>regalis</i> ferruginous hawk	G4 / S3S4 WL	Open grasslands, sagebrush flats, desert scrub, low foothills and fringes of pinyon and juniper habitats. Eats mostly lagomorphs, ground squirrels, and mice. Population trends may follow lagomorph population cycles.
<i>Charadrius</i> <i>alexandrinus</i> <i>nivosus</i> western snowy plover	FT G3T3 / S2S3 SSC	Sandy beaches, salt pond levees & shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.

Scientific Name	Status*	Habitat Requirements
<i>Coccyzus americanus occidentalis</i> western yellow-billed cuckoo	FT SE GST2T3 / S1	Riparian forest nester, along the broad, lower flood-bottoms of larger river systems. Nests in riparian jungles of willow, often mixed with cottonwoods, with lower story of blackberry, nettles, or wild grape.
<i>Eremophila alpestris actia</i> California horned lark	GST4Q/ S4 WL	Coastal regions, chiefly from Sonoma County to San Diego County. Also main part of San Joaquin Valley and east to foothills. Short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats.
<i>Laterallus jamaicensis coturniculus</i> California black rail	ST G3G4T1 / S1 FP	Inhabits freshwater marshes, wet meadows and shallow margins of saltwater marshes bordering larger bays. Needs water depths of about 1 inch that do not fluctuate during the year and dense vegetation for nesting habitat.
<i>Passerculus sandwichensis beldingi</i> Belding's savannah sparrow	SE GST3 / S3	Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in Salicornia on and about margins of tidal flats.
<i>Pelecanus occidentalis californicus</i> California brown pelican	FD SD G4T3 / S3 FP	Colonial nester on coastal islands just outside the surf line. Nests on coastal islands of small to moderate size which afford immunity from attack by ground dwelling predators. Roosts communally.
<i>Rallus obsoletus levipes</i> light-footed Ridgway's rail	FE SE GST1T2 / S1 FP	Found in salt marshes traversed by tidal sloughs are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on mollusks and crustaceans.
<i>Sternula antillarum browni</i> California least tern	F SE G4T2T3Q / S2 FP	Nests along the coast from San Francisco Bay south to northern Baja California. Colonial breeder on bare or sparsely vegetated, flat substrates: sand beaches, alkali flats, land fills, or paved areas.
<i>Vireo bellii pusillus</i> least Bell's vireo	FE SE G5T2 / S2	Summer resident of Southern California in low riparian in vicinity of water or in dry river bottoms; below 2000 ft. Nests placed along margins of bushes or on twigs projecting into pathways, usually willow, Baccharis, mesquite.
Mammals		
<i>Microtus californicus stephensi</i> south coast marsh vole	GST1T2 / S1S2 SSC	Tidal marshes in Los Angeles, Orange and southern Ventura counties.
<i>Sorex ornatus salicornicus</i> southern California saltmarsh shrew	GST1 / S1 SSC	Coastal marshes in Los Angeles, Orange and Ventura counties. Requires dense vegetation and woody debris for cover.
Sensitive Natural Communities		
<i>Southern Coastal Salt Marsh</i> Southern Coastal Salt Marsh	G2 / S2.1	
<p>*Status -- = No Status FT = Federally Threatened FC = Federal Candidate FD = Federal Delisted FE = Federally Endangered SE = State Endangered ST = State Threatened SCT = State Candidate Threatened SCE = State Candidate Endangered SR = State Rare SSC = CDFW Species of Special Concern FP = CDFW Fully Protected WL = CDFW Watch List G-Rank / S-Rank = Global Rank and State Rank in NatureServe and CDFW's CNDDDB RareFind 5.</p> <p>CNPS California Rare Plant Rank: Rank 1A = Presumed Extinct in California Rank 1B = Rare, Threatened, or Endangered in California and elsewhere Rank 2A = Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere</p> <p>Rank Threat Code Extension: .1 = Seriously endangered in California (>80% of occurrences threatened / high degree and immediacy of threat) .2 = Fairly endangered in California (20%-80% occurrences threatened) .3 = Not very endangered in California (<20% of occurrences threatened)</p>		
Source: Rincon Consultants, Inc. (April 2018, October 2020)		

Sensitive Natural Plant Communities

Plant communities are considered sensitive biological resources if they have limited distributions, have high wildlife value, include sensitive species, or are particularly susceptible to disturbance. The CDFW considers natural communities with a rank of 51-53 as a sensitive natural community. There are no natural communities on the project site that are included on CDFW's 2018 California Sensitive Natural Communities list.

One record for Southern Coastal Salt Marsh was the only sensitive natural community reported in the CNDDDB within a five-mile radius of the site. This community type was confirmed absent during the field reconnaissance survey. Thus, implementation of the proposed project would have no impact on sensitive natural plant communities.

SPECIAL STATUS WILDLIFE SPECIES

Special status wildlife species typically have very specific habitat requirements that may include, but are not limited to, vegetation communities, elevation levels and topography, and availability of primary constituent elements (e.g., space for individual and population growth, breeding, foraging, and shelter).

No special-status wildlife species were observed or detected during the field reconnaissance survey. The project site and surrounding area provide habitat for wildlife species that commonly occur in urban areas of the City, but could potentially support transient freshwater riverine and estuarine species.

Critical habitat, as designated by the USFWS, exists for the western snowy plover (*Charadrius alexandrinus nivosus*) and tidewater goby (*Eucyclogobius newberryi*) approximately 0.5 miles south and southwest of the project site. There is no suitable habitat present on the project site for tidewater goby or the western snowy plover, based upon the habitat requirements in Table 5.4-2.

In addition, the burrowing owl (*Athene cunicularia*), a CDFW species of special concern, and the California horned lark (*Eremophila alpestris actia*) are known to nest and forage in grasslands and fallow agricultural fields and have a low potential to occur at the project site. Thus, implementation of the proposed project would result in potentially significant impacts to suitable habitat for Burrowing owl (*Athene cunicularia*), and the California horned lark (*Eremophila alpestris actia*). Mitigation Measure MM BIO-1 would reduce project-related impacts to less than significant by requiring site disturbance and construction activities outside of the bird breeding season or a pre-construction nesting bird survey and application of the biologist's recommendations during the site disturbance and construction activities.

Given the high degree of urbanization surrounding the project site coupled with no suitable habitat available, other special-status species are not likely to occur. Thus, implementation of the proposed project would not impact other special-status wildlife species.

NESTING BIRDS

Under the provisions of the federal Migratory Bird Treaty Act (MBTA), it is unlawful "by any means or manner to pursue, hunt, take, capture (or) kill" any migratory birds except as permitted by regulations issued by the USFWS. The term "take" is defined by the USFWS regulation to mean to "pursue, hunt, shoot, wound, kill, trap, capture or collect" any migratory bird or any part, nest, or egg of any migratory bird covered by the MBTA, or to attempt those activities. In addition, *California Fish and Game Code* Sections 3503, 3503.5, 3511, and 3513 describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (*California Fish and Game Code* Section 3511) may not be taken or

possessed except under specific permit. *California Fish and Game Code* Section 3503.5 protects all birds-of-prey and their eggs and nests against take, possession, or destruction. While common birds are not special-status species, destruction of eggs/nests/nestlings is prohibited by law and must be avoided.

The project site is graded, disturbed, and contains sparse ruderal ground-level vegetation. The site lacks trees and structures suitable for raptor nests and many common bird species. However, ground nesting species, such as the western meadow lark (*Sturnella neglecta*), identified on-site during the field reconnaissance survey, could nest on-site. Additionally, as previously described, there is the potential for the Burrowing owl (*Athene cunicularia*), known to winter in the Oxnard Plain, and California horned lark (*Eremophila alpestris actia*) to occur on-site.

Construction activities associated with the proposed project could adversely affect nesting birds if they are present on or adjacent to the site, through direct mortality or abandonment of nests. The loss of a nest due to construction activities would be a violation of the MBTA and *California Fish and Game Code* Section 3503. Thus, implementation of the proposed project would result in potentially significant impacts to the following ground-nesting bird species: western meadow lark (*Sturnella neglecta*), Burrowing owl (*Athene cunicularia*), and California horned lark (*Eremophila alpestris actia*). Mitigation Measure MM BIO-1 would reduce project-related impacts to less than significant by encouraging site disturbance and construction activities outside of the bird breeding season or a pre-construction nesting bird survey and application of the biologist's recommendations during the site disturbance and construction activities.

Level of Significance Before Mitigation

Potentially Significant Impact to suitable habitat for the Burrowing owl (*Athene cunicularia*) and the California horned lark (*Eremophila alpestris actia*).

Potentially Significant Impact to ground-nesting bird species: western meadow lark (*Sturnella neglecta*), Burrowing owl (*Athene cunicularia*), and the California horned lark (*Eremophila alpestris actia*).

No impact for sensitive plant species or plant communities.

Mitigation Measures

MM BIO-1 To avoid the disturbance of nesting and special-status birds, including raptor species protected by the Migratory Bird Treaty Act (MBTA) and California Fish and Game Code (CFG), activities related to the project including, but not limited to, vegetation removal, ground disturbance, demolition, and construction shall occur outside of the bird breeding season (February 1 through August 31), if practicable.

If construction must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven (7) days prior to initiation of ground disturbance and vegetation removal activities.

The pre-construction nesting bird survey shall be conducted on foot inside the project site, including a 50-foot buffer and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California.

If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing,

flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated to suitable habitat for the Burrowing owl (*Athene cunicularia*) and the California horned lark (*Eremophila alpestris actia*).

Less Than Significant Impact With Mitigation Incorporated to ground-nesting bird species: western meadow lark (*Sturnella neglecta*), Burrowing owl (*Athene cunicularia*), and the California horned lark (*Eremophila alpestris actia*).

No impact for sensitive plant species or plant communities.

WETLANDS

The proposed project could have a substantial adverse effect on federally protected wetlands as defined by section 404 of the Clean Water Act (Threshold BIO-3).

Impact Analysis: During the September 2019 field review by Rincon Consultants, Inc., the project site was vacant and the soil was ripped, leaving the top six to eight inches of soil loose and friable. The project site contained ruderal vegetation. As previously noted in [Section 5.4.3](#), the project site has been undeveloped and the VCRR railroad line was in place since 1994, and the soil within the project site had been ripped in 2003 and regularly ripped throughout the years up until the present date. In 2005, the southwestern portion of the project site had been graded and compacted, using the site for stockpiling materials through 2007. In 2011, the northwestern portion of the site and the northern extent of the site along West Hueneme Road had been graded/compacted and used for stockpiling materials. It is possible that imported gravel and fill was placed in these graded areas. By 2013, the site was abandoned, and remnant signs of previous grading remains. During the September 2019 field review by Rincon Consultants, Inc., the project site was vacant and the soil was ripped, leaving the top six to eight inches of soil loose and friable. The project site contains ruderal vegetation.

JURISDICTIONAL DELINEATION RESULTS

At the seven sampling points located within the project site, vegetation was identified, soil samples were collected, and signs of hydrology were documented by Rincon Consultants. Data summarized in [Table 5.4-3, Jurisdictional Delineation Survey Findings](#), is discussed below, and detailed in Appendix G Attachment C.

HYDROLOGY

No signs of primary or secondary hydrology indicators were identified at any of the seven sampling points. Sampling points 01 and 06 were completed near the mapped Freshwater Pond identified in the USFWS NWI mapping. No field indicators for wetland hydrology were identified in these areas, suggesting that the pond, if ever present, was removed in the past by historic uses and operations. In addition, no signs of flooding or ponding were observed during the aerial review of the project site dating back to 1994 (Google Earth 2019).

**TABLE 5.4-3
JURISDICTIONAL DELINEATION SURVEY FINDINGS**

Sampling Point	Hydrophytic Vegetation Present?	Hydric Soils Present?	Wetland Hydrology Present?	Is the Sampled Area within a Wetland?
01	No – Dominant species was upland ripgut brome (<i>Bromus diandrus</i>).	No – loamy sand previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No
02	No – Dominant species was FACU Burmuda grass (<i>Cynodon dactylon</i>).	No – loamy sand previously disked, no hydric soil indicators. Compacted soils with gravel approximately 8 inches below surface.	No – no primary or secondary indicators of hydrology.	No
03	No – Primarily bare ground. Dominant species FACU Burmuda grass (<i>Cynodon dactylon</i>) and UPL Russian knapweed (<i>Acroptilon repens</i>) (Cal- IPC rating of Moderate).	No – loamy sand previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No
04	No – Dominant species was upland ripgut brome (<i>Bromus diandrus</i>).	No – loamy sand previously disked, no hydric soil indicators. Compacted soils with gravel approximately 8 inches below surface.	No – no primary or secondary indicators of hydrology.	No
05	No – Dominant species was upland ripgut brome (<i>Bromus diandrus</i>).	No – loamy sand previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No
06	No – Dominant species was upland ripgut brome (<i>Bromus diandrus</i>).	No – soil was sandy loam, previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No
07	No – Dominant species was FACU salt heliotrope (<i>Heliotropium curassaricum</i>).	No – loamy sand previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No

Source: Rincon Consultants, Inc. (October 2019)

SOILS

At each of the seven sampling points, soil consisted of loamy sand and sandy loam. Evidence of soil ripping was observed from approximately 0 to 8 inches below the surface. Compacted soils with gravel was identified approximately 8 inches below the surface at sampling points 02 and 04. No hydric soil indicators were identified at any of the seven sampling points, taking into consideration that the site has been significantly disturbed by human disturbance throughout the years.

VEGETATION

Within each of the seven sampling points, vegetation was dominated by upland and FACU species and hydrophytic vegetation was absent; however, it is important to note that the site does not support normal circumstances, as the soil has been ripped and previously compacted in some areas.

NON-WETLAND WATERS AND STREAMBEDS

Neither the maps and historic imagery nor literature review suggested that flowing waters or streambeds occur within the site. This was confirmed during the site visit, when the delineator investigated the site thoroughly for evidence of features with a defined bed and banks, ordinary high water mark, or riparian

vegetation. No such features were identified, and the project site does not contain jurisdictional non-wetland waters or streambeds.

IMPACT CONCLUSION

The results of the desktop review and field survey by Rincon Consultants, Inc. indicate that normal circumstances within the project site are not present and the vegetation and soils have been significantly disturbed due to the altered site conditions by human activities, including the soil ripping and the presence of compacted soils and gravel located approximately 8-inches below the soil surface.

Although normal circumstances are not present and the soil and vegetation has been significantly disturbed by human activities, no indicators of hydrology, hydric soils, or hydrophytic vegetation were identified within the project site that suggest wetland habitat would be present if these activities did not occur. In addition, aerial imagery review does not illustrate any signs of inundation or flooding in recent wet years. The site is cut-off by the raised railroad along the southern border of the project site, which may not allow for any flooding to occur from the Ormond Lagoon Waterway, leaving the site hydrologically isolated.

Therefore, the conditions within the project site do not meet any of the wetland parameters of a federal or state defined wetlands regulated by the USACE, RWQCB, and CDFW. Similarly, no non-wetland waters or streambeds are present on-site. Thus, implementation of the proposed project would result in no impacts to wetlands.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

WILDLIFE MOVEMENT

The proposed project could interfere with wildlife species movement (Threshold BIO-4).

Impact Analysis: Wildlife movement corridors, or habitat linkages, are generally defined as connections between habitat patches that allow for physical and genetic exchange between otherwise isolated animal populations. Such linkages may serve a local purpose, such as providing a linkage between foraging and denning areas, or they may be regional in nature. Some habitat linkages may serve as migration corridors, whereby animals periodically move away from an area and then subsequently return. Others may be important as dispersal corridors for young animals. A group of habitat linkages in an area can form a wildlife corridor network.

The approximately 34-acre project site is situated at the edge of a highly developed urban area in the southern portion of the City of Oxnard, and is generally surrounded on three sides by urbanized uses including roads, commercial, industrial, and residential uses. The project site is bordered on the south by the Ventura County Railway (VCRR) line, which is a frequently used railroad right of way. South and east

of the VCRR is the Ormond Lagoon Waterway^{15,16} and vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration.

While there is the potential for wildlife to utilize the vacant and undeveloped land south of the project site/study area for travel towards the Pacific Ocean, the probability that wildlife would utilize the project site or the immediate area for regional movement is unlikely given the urban nature of the project site and the surrounding vicinity. Furthermore, the CDFW does not include any mapped California Essential Habitat Connectivity areas within the biological resources study area. Thus, the project site is not within a wildlife movement corridor and implementation of the proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, nor impede the use of native wildlife nursery sites.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

BIOLOGICAL RESOURCES POLICIES AND HABITAT CONSERVATION PLAN

The proposed project could conflict with local policies or ordinances protecting biological resources or a Habitat Conservation Plan (Threshold BIO-5, Threshold BIO-6).

Impact Analysis: There are no resources on-site, such as protected trees, creeks, or environmentally sensitive habitat that would be subject to local policies or ordinances. In addition, the project site is not located within the coverage area of a Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state conservation plan.

ORMOND BEACH RESTORATION AND PUBLIC ACCESS PROJECT^{17,18}

The project site is located adjacent to and north of the Ormond Beach Restoration and Public Access Project (OBRAP) area, refer to *Exhibit 5.4-5, OBRAP Project Area*. Ormond Beach is a 1,500-acre area composed of agriculture, industry, and wetlands. A two-mile-long beach extends from Port Hueneme to the northwestern boundary of Naval Base Ventura County Point Mugu (NBVC Point Mugu), which encompasses Mugu Lagoon. Although the wetlands have been drained, filled, and degraded over the past century, this is one of the few areas in southern California with an intact dune-transition zone – marsh system. Ormond Beach is considered by wetland experts to be one of the most important wetland restoration opportunities in southern California. It is also an important public access and beach recreation area for South Oxnard, Oxnard and the larger region.

15 The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.
 16 The southeastern portion of the project site is located immediately west and north of the VCRR right of way, while the Ormond Lagoon Waterway is approximately 100 feet east and south of the VCRR right of way from the same location.
 17 Source: City of Oxnard, *Ormond Beach Restoration Public Access Plan*, <https://www.oxnard.org/ormond-beach-restoration-public-access-plan/>, accessed October 21, 2020.
 18 State of California Coastal Conservancy, Ormond Beach, <https://scc.ca.gov/ormond-beach/>, accessed October 21, 2020.

The California State Coastal Conservancy (CSCC), the City of Oxnard, and The Nature Conservancy (collectively “Partners”) are leading the OBRAP. The vision of the OBRAP is a resilient coastal environment that inspires the enjoyment, use, and support of the local community and beyond. The Partners’ goals for the OBRAP are:

1. Preserve, enhance, and restore natural habitats and processes that support a dynamic and self-sustaining ecosystem at Ormond Beach.
2. Enhance opportunities for people to easily and safely visit Ormond Beach and enjoy the nature, educational opportunities, and recreation that are compatible with the restored Ormond Beach ecosystem.

The Partners have developed the *Preliminary Restoration Plan*, dated May 2019, which describes a Preferred Alternative derived from an analysis of conceptual alternatives (refer to *Exhibit 5.4-6, OBRAP Preferred Alternative*), and is intended to provide a basis for subsequent environmental review, followed by engineering design and regulatory approvals, and construction. The restoration and access plan is intended to balance habitat restoration and the protection of sensitive plant and animal species with improved and increased public access. In total, the Partners own 630 acres within the City of Oxnard, and are pursuing additional land acquisitions for the purpose of ecological enhancement and public access as it becomes available from willing landowners.

The OBRAP will be implemented in five phases. The first two phases have been completed with the Preliminary Restoration Plan in May 2019 and the Preferred Alternative and Preliminary Design Plan completed in September 2021. The next three phases (Phase 3, 4, and 5) are anticipated to be completed between 2025 to 2028 or beyond, and include final design, environmental review, permitting, adaptive restoration, and monitoring for vegetation and water management.

The proposed project has been designed to minimize potential impacts to the OBRAP area by installing gravel on the vehicle parking area instead of permanent paving materials, solar powered, mobile light fixtures with shields, and a temporary guard house, and portable restroom. The perimeter of the project site would be screened with a 6-foot-high chain-link fence and native landscaping in a landscaped setback varies that from 30 feet along Hueneme Road to 25 feet on Perkins Road to 10 feet along the eastern boundary. The Landscape Plans provided in Appendix C identify the preliminary plant selection that is intended to be complementary with existing/future wetlands or uplands areas. In addition, the proposed temporary outdoor vehicle storage facility that would operate for a maximum of five years.

Thus, the proposed project would not conflict with the OBRAP Preliminary Restoration Plan or the Preferred Alternative and Preliminary Design Plan. In conclusion, implementation of the proposed project would not conflict with local policies or ordinances or with adopted habitat conservation plans. Impacts are concluded to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

EXHIBIT 5.4-5 OBRAP PROJECT AREA



Source: Oxnard Beach Restoration and Public Access Plan (May 2019)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.4-6 OBRAP PREFERRED ALTERNATIVE



Source: Oxnard Bach Restoration and Public Access (May 2019)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

5.4.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable biological resources impacts.

Impact Analysis: According to *CEQA Guidelines* Section 15130, cumulative impacts refer to the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects. Implementation of the proposed project would not result in significant direct impacts to special status species or jurisdictional waters. However, potential impacts from the proposed project and other related projects would be site-specific, and evaluations of potential impacts would be conducted on a project-by-project basis, and mitigation would be included to address any impacts. This would be especially true of those developments located in areas that contain sensitive species and habitats. Mitigation Measure MM BIO-1 within this section provide detailed requirements for the protection, replacement, and/or relocation of sensitive plant and animal species associated with the proposed project. Each incremental development would be required to comply with all applicable federal, state, and city regulations concerning the preservation of biological resources. In consideration of these regulations and the mitigation measures incorporated within this EIR, potential cumulative impacts upon biological resources would be considered less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.4.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to biological resources following imposition of the identified mitigation measure, and compliance with federal, state, and local regulatory requirements. Therefore, no significant unavoidable biological resources impacts would occur as a result of the proposed project.

5.4.8 Sources Cited

- City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).
- City of Oxnard, *Ormond Beach Restoration and Public Access Project, Preliminary Restoration Plan*, May 2019.
- City of Oxnard, *Ormond Beach Restoration and Public Access Project Plan Preferred Alternative and Preliminary Design Plan*, May 2021.
- Rincon Consultants, Inc., *Follow-Up Biological Services for a 34-acre lot located in Oxnard for the Oxnard Harbor District*, November 4, 2020.
- Rincon Consultants, Inc., *Aquatic Resources Jurisdictional Delineation for a Temporary Outdoor Vehicle Storage Facility, Located in Oxnard, Ventura County, CA (APNs: 231-0-092-245 and -105)*, October 3, 2019, Revised July 29, 2021.
- Rincon Consultants Inc., *Biological Resources Inventory, 34-Acre Project Site, City of Oxnard, Ventura County, California*, April 27, 2018.
- State of California Coastal Conservancy, Ormond Beach, <https://scc.ca.gov/ormond-beach/>, accessed October 21, 2020.

5.5 CULTURAL AND TRIBAL CULTURAL RESOURCES

5.5.1 Summary

The table below summarizes the significance threshold criteria utilized in the cultural and tribal cultural resources analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold CTC-1:</i> Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.				X
<i>Threshold CTC-2:</i> Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5.		X		
<i>Threshold CTC-3:</i> Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.			X	
<i>Threshold CTC-4:</i> Disturb any human remains, including those interred outside of formal cemeteries.		X		
<i>Threshold CTC-5:</i> Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k).		X		
<i>Threshold CTC-6:</i> Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.		X		

Cumulative cultural and tribal cultural resources impacts were concluded to be Less Than Significant.

5.5.2 Regulatory Setting

FEDERAL

Federal Antiquities Act

Cultural resources are indirectly protected under the provisions of the federal Antiquities Act of 1906 (16 *United States Code (USC)* Section 431 et seq.) and subsequent related legislation, regulations, policies, and guidance documents.

National Historic Preservation Act, Section 106

The National Historic Preservation Act of 1966 (NHPA) establishes the nation’s policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e., historic properties) prior to undertakings. NHPA Section 106 states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the National Register of Historic Places (NRHP). NHPA Section 106 also states that the Advisory Council on Historic Preservation (ACHP) and State Historic Preservation Officer (SHPO) must be afforded an opportunity to comment on such undertakings, through a process outlined in the ACHP regulations, 36 *Code of Federal Regulations (CFR) Part 800*.

National Register of Historic Places

The National Register of Historic Places (NRHP) was established by the NHPA (1966) as “*an authoritative guide to be used by Federal, State, and Local governments, private groups, and citizens to identify the Nation’s cultural resources and to indicate what properties should be considered for protection from destruction or impairment.*”

The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: It is associated with the lives of persons who are significant in our past.
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

Native American Graves Protection and Repatriation Act

The Native American Graves Protection and Repatriation Act (NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and Tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

STATE

California Environmental Quality Act

Pursuant to the California Environmental Quality Act (CEQA), a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historic resources or identified as “significant” in a local survey conducted in accordance with state guidelines are also considered historic resources under CEQA, unless a preponderance of the facts demonstrates otherwise. According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historic resource as defined in *California Public Resources Code (PRC) Section 5024.1*.

CEQA applies to archaeological resources when: (1) the archaeological resource satisfies the definition of a historical resource, or (2) the archaeological resource satisfies the definition of a “unique archaeological resource.” A unique archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

1. The archaeological resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. The archaeological resource has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. The archaeological resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

California Register of Historical Resources

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is “*an authoritative guide in California to be used by State and local agencies, private groups, and citizens to identify the state’s historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change.*”

Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHL) numbered 770 and higher, are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district,

may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria: (modeled after NRHP criteria):

- Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage.
- Criterion 2: It is associated with the lives of persons important in our past.
- Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.
- Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

California Historical Landmarks

California Historical Landmarks (CHL) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks. The specific standards in use now were first applied in the “designation” of CHL No. 770. CHL No. 770 and above are automatically listed in the CRHR.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria per California Historical Landmarks Registration: Criteria for Designation (California Office of Historic Preservation 2019):

- The first, last, only, or most significant of its type in the State or within a large geographic region (Northern, Central, or Southern California)
- Associated with an individual or group having a profound influence on the history of California
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder

California Points of Historical Interest

California Points of Historical Interest are sites, buildings, features, or events that are of local (City or County) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point

is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance. To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (City or County)
- Associated with an individual or group having a profound influence on the history of the local area
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder

Public Resources Code Sections 5097.5 and 30244

Public Resources Code (PRC) defines any unauthorized disturbance or removal of a fossil locality or remains on public land as a misdemeanor,¹⁹ and requires reasonable mitigation of adverse environmental impacts that result from development of public land and affect paleontological resources.²⁰

Public Resources Code Sections 5097.9–5097.991

PRC Section 5097.91 established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under *PRC* Section 5097.9, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. *PRC* Section 5097.98 specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a County coroner. *PRC* Section 5097.5 defines the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands as a misdemeanor.

California Native American Graves Protection and Repatriation Act

Codified in *California Health and Safety Code (HSC)* Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) of 2001 is consistent with the federal NAGPRA. Intended to “provide a seamless and consistent State policy to ensure that all California Indian human remains and cultural items be treated with dignity and respect,” the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. *HSC* Section 8025 established a Repatriation Oversight Commission to oversee this process. The Act also provides a process for non-federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

Senate Bill 18

Senate Bill 18 (SB 18) (*California Government Code* Section 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for Cities, Counties, and agencies. It does

¹⁹ *California Public Resources Code*, Section 5097.5 (Statute 1965, Chapter 1136, Paragraph 2792)

²⁰ *California Public Resources Code*, Section 30244.

so by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any General Plan or Specific Plan proposed on or after March 1, 2005. SB 18 requires public notice to be sent to tribes listed on the Native American Heritage Commission’s SB 18 Tribal Consultation List within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose of preserving or mitigating impacts to places, features, and objects described in *Public Resources Code* Sections 5097.9 and 5097.993 that may be affected by the proposed adoption or amendment to a general or specific plan.

Assembly Bill 52

Assembly Bill 52 (AB 52) specifies that a project that may cause a substantial adverse change in the significance of a Tribal Cultural Resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project, if the tribe: (1) requests in writing consultation to the lead agency, (2) to be informed by the lead agency of proposed projects in that geographic area and the tribe requests consultation, prior to determining whether a Negative Declaration, Mitigated Negative declaration, or Environmental Impact Report is required for a project pursuant to CEQA. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on Tribal Cultural Resources.

Senate Bill 297

Senate Bill 297 (SB 297) addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the Native American Heritage Commission to resolve disputes regarding the disposition of such remains. It has been incorporated into CEQA Guidelines Section 15064.5(e).

Health and Safety Code Sections 7050 and 7052

Health and Safety Code (HSC) Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease and the County Coroner must be notified. *HSC* Section 7052 establishes a felony penalty for mutilating, disinterring, or otherwise disturbing human remains, except by relatives.

Penal Code Section 622.5

Penal Code Section 622.5 provides misdemeanor penalties for injuring or destroying objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Environmental Resources Chapter (Chapter 5) are listed below.

All goals and policies in the Sustainable Community Chapter and goals and policies in other chapters identified by the ✱icon were identified for possible incorporation into the Oxnard Climate Action and Adaptation Plan.

- Goal ER-1

Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.
- Policy ER-1.1

Protect Surrounding Agriculture and Open Space. Protect open space and agricultural uses around Oxnard through continued adherence to the Guidelines for Orderly Development, Ventura County Greenbelt programs, the Save Open-Space and Agricultural Resources Ordinance, and other programs or policies that may subsequently be adopted such as the SB 375 Sustainable Communities Strategy. ✱
- Goal ER-11

Identification, protection, and enhancement of the City’s archaeological, historical, and paleontological resources.
- Policy ER-11.1

Archaeological Resource Surveys. Continue to require a qualified archaeologist to perform a cultural resources study prior to project approval. Inspection for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur.
- Policy ER-11.2

Mitigating the Impact of New Development on Cultural Resources. Ensure that alternatives are considered, including planning construction to avoid archeological sites, deeding archaeological sites into permanent conservation easements, and planning parks, greenspace, or other open space to incorporate archaeological sites in the event that development threatens significant archaeological resources.
- Policy ER-11.3

Development Applicants to Conduct Research. Continue to require project applicants to have a qualified archaeologist conduct a record search at the South Central Coast Information Center located at California State University Fullerton and other appropriate historical repositories, conduct field surveys where appropriate, and prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports) prior to project approval.
- Policy ER-11.6

Identification of Archaeological Resources. In the event that archaeological/paleontological resources are discovered during site excavation, continue to require that grading and construction work on the project site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist.
- Policy ER-11.7

Native American Remains. Continue to comply with State laws relating to the disposition of Native American burials consistent with the CEQA Guidelines (Section 15064.5) if human remains of possible Native American origin are discovered during project construction.

CITY CODE

Chapter 16: Zoning Code

City Code Chapter 16: Zoning Code is the zoning ordinance for the City, and is the principal means through which the City’s General Plan is implemented. For each defined zoning district, the Zoning Code identifies the permitted uses and applicable development standards (e.g., density, height, parking, landscaping requirements). State law requires that zoning districts be consistent with the General Plan.

Chapter 16, Division 11, Industrial Zones, Section 16-160 (D), Purpose and Intent

- (D) M-1 (Light Manufacturing Zone). The purpose of the M-1 Zone is to provide areas for manufacturing and related service uses and activities where the principal activity occurs within a building, but also permits outdoor assembly, fabrication, public services, and storage that conform to the development and performance standards of this chapter, and provide areas suitable for adult businesses. Industrial uses in this zone shall be limited to those that conduct fabrication, assembly, or/and processing of materials (including agricultural produce) primarily within a building. The development and performance standards of this chapter limit the creation of smoke, gas, odor, dust, sound, and vibration that might be detrimental to health, safety, and welfare to protect any adjoining uses. Wholesale and retail sales and services related to principal uses are permitted. Limited outdoor storage associated with a primary use may be permitted.

Chapter 16, Division 11, Industrial Zones, Section 16-164, Development Standards

Within this section, a table sets forth development standards for all of the industrial zone districts in the city. All permitted and conditionally permitted uses shall be consistent with the purpose and intent of the respective industrial zone district.

Chapter 16, Division 17, Planned Development (Additive) Zone, Section 16-270, Purpose

- (A) The purpose of this division is to authorize the designation of any of the basic zones established by this code as planned development zones by adding the letters “P-D” thereto. The P-D designation is intended to insure the orderly development of land in conformance with the general plan of the city and to permit departures from the restrictions imposed within the basic zones as specified in this chapter where justified by one or more of the following circumstances:
- (1) When development is proposed in an area that the general plan has phased for development at a later time;
 - (2) When development is proposed in an area subject to a redevelopment plan;
 - (3) When development is proposed adjacent to or near public parks, public buildings or similar areas;
 - (4) When disparities between adjacent zones require protection of the more restricted zone;
 - (5) When development is proposed that does not conform to the standards of the basic zone, but offers advantages if properly conditioned to protect nearby uses. Such development includes but is not limited to:
 - (a) Commercial development near residential development;
 - (b) Multiple-family development near single-family development;
 - (c) Research and manufacturing development near commercial or residential development;

- (d) When development is proposed near areas of public interest, such as areas of natural beauty, natural resources or historical interest, and public parks, civic centers and monuments;
 - (e) When development of a planned residential group is proposed.
- (B) Another purpose of this division is to ensure that development occurs in substantial conformance with plans or uses in connection with an application for rezoning.

5.5.3 Environmental Setting

ETHNOGRAPHY/PREHISTORY

This section summarizes the regional and cultural history of the project area. The discussion has been limited to that Native American group described as occupying the project area at the time of European contact and the historically documented activities following that contact.

At the time of European contact, Chumash speaking peoples occupied a large area that extended south along the California coast from San Luis Obispo County into Los Angeles County and east to Kern County, and included the Santa Barbara Channel Islands of San Miguel, Santa Rosa, Santa Cruz, and Anacapa (Glassow 1980; Grant 1978). The project area lies within the territory occupied at that time by a native group speaking Ventureño, one of the six major dialects of the Chumash language.

Known as the Ventureño Chumash, this group was distinguished from their culturally similar neighbors to the west and north, the Ynezeño and Barbareño Chumash, on the basis of linguistic variations noted by the early Spanish missionaries of the area, rather than by any apparent difference in social or economic organization. The Ventureño (so named because of their association with Mission San Buenaventura) were the southernmost of all the Chumash peoples and spoke one of six Chumashan dialects considered as forming a core group of more closely related forms (Grant 1978).

Native American culture in this region evolved over the course of at least 9,000 years and has been described as having achieved a level of social, political, and economic complexity not ordinarily associated with hunting and gathering groups (Greenwood and Browne 1969). Ethnographic information about the culture is most extensive for the coastal populations, and the culture and society have been well documented for groups such as the Barbareño and Ventureño Chumash. Much of what is known of the Ventureño has been provided by the journals of early Spanish explorers and by accounts of Chumash informants.

The Ventureño, like their neighbors, utilized a wide variety of marine and terrestrial resources within an ecosystem similar to that of their neighbors in Santa Barbara County. The limited area occupied by the Barbareño Chumash, a narrow coastal plain bounded on the north by the Santa Ynez Mountains, combined with a productive near shore fishery, resulted in the establishment of substantial permanent villages (Glassow and Wilcoxon 1979). These large villages provided centralized locations from which the inhabitants ventured to utilize available or seasonal resources, and dispersed surplus resources and manufactured goods through intervillage exchange networks.

SPANISH AND MEXICAN PERIOD

European incursions into the territory of the Ventureño Chumash began with the arrival by sea of Juan Rodriguez Cabrillo in October 1542, at the coastal Chumash village of Shisholop. Here, at the present site of the City of Ventura, the Spaniards were met by “many very good canoes, each of which held 12 or 13

Indians.” This prompted the visitors to name the settlement the Pueblo de las Canoas (Engelhardt 1930:4; Grant 1978:518). This first encounter was followed in December 1602 by a visitation of three ships under the command of Sebastian Vizcaino, and again in August 1769 by the land expedition led by Gaspar de Portolá.

The Franciscan Padres Juan Crespi and Francisco Gomez accompanied the Portolá Expedition, and Crespi described the native “pueblo” as consisting of 30 large houses with no fewer than 400 inhabitants. The first Roman Catholic Mass was celebrated at this time, the location was renamed La Asuncion de Nuestra Senora, and the seeds of the coming Spanish mission system were planted in the local populace (Engelhardt 1930:6-10).

On Easter Sunday, March 31, 1782, Junipero Serra established the new “Mission of the Seraphic Doctor, San Buenaventura,” and left as its first residents Fr. Pedro Cambon and a small company of guards (Engelhardt 1930:16). The introduction of the Spanish mission system into Ventureño territory brought about dramatic changes in the aboriginal way of life. Between the time of the establishment of the Mission San Buenaventura and that of Mexican independence and the secularization of the mission lands in 1834, ancient lifeways gradually began to disappear. Villages were abandoned, traditional marriage patterns were inhibited, hunting and gathering activities were disrupted as newly introduced agricultural practices altered the landscape, and large portions of the native population died from European diseases to which they lacked immunities.

Mission San Buenaventura flourished for nearly 50 years until a combination of factors led to its decline. The toll which introduced European diseases took on the neophyte population of native Chumash peoples, the waning financial support from Spain, and the eventual takeover by the newly established Mexican government in 1822, all weakened the entire mission system. The final blow came in 1833, when the Mexican government secularized the mission system. This action removed most of the mission property from the hands of the church and made it part of the public domain, available for lease or sale (Drapeau 1965). During the Mission era, the present-day Oxnard Plain was used exclusively for grazing of the cattle herds of Mission San Buenaventura.

The current project area was historically a part of the Mexican Land Grant, Rancho El Rio de Santa Clara o la Colonia, a 44,883-acre tract that was awarded to a group of seven former Presidio of Santa Barbara soldiers led by Valentine Cota, in 1837. Rafael Gonzalez appears to have been the only grantee to actually live on the rancho; he built a small adobe dwelling between the Santa Clara River and present-day Gonzalez Road and raised cattle on his land.

AMERICAN PERIOD

In 1865, Thomas Bard, acting as agent for business magnate Thomas A. Scott, acquired 32,059 acres of Rancho El Rio de Santa Clara o la Colonia encompassing all of present-day Oxnard and Port Hueneme. Scott, a Pennsylvania Railway vice president and politician, was also deeply involved in land speculation and the fledgling petroleum industry. He had sent Bard to California to oversee and develop his vast land holdings, particularly the likely petroleum producing areas. As Superintendent of Scott’s California and Philadelphia Petroleum Company, Bard led the early efforts to develop California’s oil fields and was involved in the state’s first oil gusher near Ojai in 1867 (Westgaard 1916).

In 1868, Thomas Bard purchased all of Thomas Scott’s interest in Rancho El Rio de Santa Clara o la Colonia with the intention of dividing the acreage into farm sized parcels and selling it off. Cattle ranching had

waned following the great drought of the early 1860s and interest in La Colonia’s rich bottomland was considerable. Soon the Oxnard Plain was a sea of grain fields, principally barley, along with wheat and corn. As the area’s population grew, Bard saw the need for a town to supply commercial and shipping needs. Hueneme was laid out in 1869, its coastal site chosen for its adjacency to a submarine canyon that was an ideal wharf location. When Hueneme Wharf was completed in 1871 it was the only real wharf between Santa Cruz and San Pedro, and for decades Port Hueneme was the second largest grain shipping port on the Pacific coast. Port Hueneme grew to be the largest settlement in southern Ventura County, reaching a peak population of around 500 people by 1895, with a lively downtown centered on Market and Main Streets (Triem 1985; Sanborn 1895).

While dry farmed grain crops continued to dominate through the 1880s, lima beans also became an important regional crop. The most significant change to the area’s agricultural economy occurred in the late 1890s when sugar beets were introduced. Promoted as an alternative to sugar cane, the first sugar beet field was planted near Port Hueneme by Johannes Borchard and Albert Maulhardt in 1896. They thrived in the coastal climate and Maulhardt convinced numerous other area farmers to plant beets in 1897, while Thomas Bard encouraged major sugar beet processors Henry T. Oxnard and Claus Spreckels to build a plant near Hueneme. Sugar beets rapidly surpassed grain as the area’s dominant crop and brothers Henry and John Oxnard selected an inland site, amid the beet fields, to construct a massive Pacific Beet Sugar Company processing plant in 1898 (SBRA 2005:9-10).

To transport machinery for the huge refinery, and also to deliver beet crops and ship the processed sugar to market, rail access was necessary. In 1898 the Montalvo Cutoff extension of the Southern Pacific Railroad was completed to the factory site. A second rail line connecting Oxnard to Port Hueneme was completed in 1905. As the factory rose, a new townsite was platted adjoining it, first settled by builders, then refinery workers. Railroad access to the new town virtually guaranteed the town’s success, and “Oxnard,” as the town was christened, grew quickly. At the same time, arrival of the railroads ushered the decline of Port Hueneme and its wharf.

While sugar beets ruled, other crops continued to flourish on the Oxnard Plain and Oxnard became a center of packing and shipping, and agricultural equipment sales and production. Within two years the town’s population had increased to 1,000, reaching 2,500 by 1906. Consolidated as the American Beet Sugar Company in 1899, the refinery remained a central part of the Oxnard community for 60 years, ultimately closing in 1958 as agricultural production in southern Ventura County evolved in favor of fruit and vegetable crops (Sanborn 1906; SBRA 2005).

The 1930s saw a revival of Port Hueneme as the wharf area was expanded and improved. The Oxnard Harbor District was established in 1938 and constructed a deep-water harbor that could accommodate modern commercial shipping and yacht moorage. Commercial fishing increased and canneries came to the port, as did coastal excursion lines.

Oxnard experienced its greatest growth during and immediately following World War II. The U.S. Naval Construction Battalion, home of the Seabees, was established at the harbor in 1942, and the first Naval Air Missile Test Center was constructed at Point Mugu in 1946. In 1952, the Oxnard Air Force Base opened at Camarillo. The military installations attracted defense-related industry to the area, and commercial and residential areas continued a steady expansion through the late twentieth century, fueled by the influx of military and civilian support personnel and defense industry workers (Triem 1985).

During the 1960s and continuing into 1980s the City of Oxnard undertook a program of urban renewal that modified and modernized its downtown core, bringing it close to its present aspect. Port Hueneme has also experienced significant changes in recent decades and little of the old seaport remains. While agriculture fields continue to dominate the landscape, the trend in south Ventura County has been toward steady expansion of residential developments, commercial districts, and office parks.

CITY OF OXNARD GENERAL PLAN BACKGROUND REPORT

The following information is cited from the *City of Oxnard General Plan Background Report (General Plan Background Report)*. The City of Oxnard Planning Area contains a variety of previously recorded cultural resources, both from the prehistoric and historic eras, including 12 prehistoric sites and 7 isolates. The Planning Area²¹ also contains 31 recorded resources in the form of buildings or structures. The County of Ventura also maintains a list of local historic landmarks and points of interest that represent historic resources of local significance.

Historic Archaeological Resources

The evidence from previous survey work and site investigations in the City of Oxnard Planning Area indicates that historic archaeological resources include the following:

- Historic artifact scatters and buried deposits of historic debris and artifacts.
- Building foundations and associated deposits.
- Levees and roads.
- Remains of farms and ranches

Oxnard Historic Resources

Many properties characteristic of the City's historic period have been identified through previous historic building surveys and cultural resource studies. A list of properties maintained by Ventura County were identified as having local significance or those properties listed on or found eligible for listing in the National Register of Historic Places is provided in *General Plan Background Report Table 5-3*. *General Plan Background Report Table 5-4* identifies two properties that are classified as a point of interest by the County of Ventura: Henry T. Oxnard Historic District and Leonard Ranch Historic District.

Henry T. Oxnard Historic District. The Henry T. Oxnard National Historic District is a residential neighborhood located west of the City's central business and commercial center (F and G Street from 219 North F to 5th Street and from 131 North G Street to 5th Street). This district was nominated for the National Register of Historic Places in 1998.

Principally, the district qualified for the National Register because most of the homes and the setting appear as they did during the period between 1909 and 1940 (National Register Nomination Form 10-900, 1998). The neighborhood is primarily comprised of Bungalow and Craftsman style homes along with Mediterranean/Spanish Revivatypes.. The total number of contributing houses to the district is 137.

21 Planning Area. Established by the City of Oxnard and Ventura County, the Planning Area includes the incorporated and unincorporated areas beyond the City's current sphere of influence to include the Naval Base Ventura County Point Mugu. Areas included within the Planning Area include those areas the City currently or expects to influence in the foreseeable future. This area serves as the primary study area for the General Plan. Source: City of Oxnard, *General Plan Background Report*, page 1-9.

Leonard Ranch Historic District. The Leonard Ranch Historic District (Primary Number 56-152763), located at 3779 W. Gonzales Road, is considered eligible for the National Register and is listed in the California Register (OHP, 2006; Scheid 1998). The Leonard Ranch once comprised 1,000-acres on the Oxnard Plain, but now is limited to 3.45-acres of what remains of the ranch buildings. These remains include: the Ranch House, the Main Residence, and a Cook’s Cabin. The remaining elements to this district are a variety of landscaped features, such as a pair of Moreton Bay fig trees.

PROJECT SITE AND EXISTING ADJACENT USES

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between five to ten feet, and the Ormond Lagoon Waterway borders the project site to the south.

Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south, and permitted coastal dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and future wetland restoration to the south.

5.5.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines (May 2017)* and *CEQA Guidelines Appendix G Initial Study Environmental Checklist (January 1, 2020 effective date)* have been utilized as thresholds of significance in this Section. Accordingly, cultural and tribal cultural resources impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold CTC-1:* Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.
- *Threshold CTC-2:* Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5.
- *Threshold CTC-3:* Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.
- *Threshold CTC-4:* Disturb any human remains, including those interred outside of formal cemeteries
- *Threshold CTC-5:* Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k).
- *Threshold CTC-6:* Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by

substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.5.5 Project Impacts and Mitigation Measures

HISTORICAL RESOURCES

The proposed project could result in a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5 (Threshold CTC-1).

Impact Analysis: No historical resources were previously identified to occur on the project site. Currently, the project site is a vacant and undeveloped lot, and as such, no historical resources exist on-site. Thus, the proposed project would have no impact to historical resources.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

ARCHAEOLOGICAL RESOURCES

The proposed project could result in a substantial adverse change in the significance of a unique archaeological resource pursuant to state CEQA Guidelines Section 15064.5 (Threshold CTC-2).

Impact Analysis: Greenwood and Associates prepared an Archaeology Inventory (refer to Appendix H) for the project site; their findings are summarized below.

Greenwood and Associates conducted a physical survey of the project site in 2020 to identify potential archaeological resources on-site and within the project area. In addition, archival research was conducted by Greenwood and Associates.

The archival research indicated that there is one known archaeological site within a one quarter-mile radius of the project site boundaries. A foot reconnaissance of the project site in 2020 indicated two clusters (Locus²² 1 and 2) of low density weathered marine shell, one chert biface fragment, and one weathered elasmobranch fish vertebra. The lack of artifacts and low density of marine shell was considered insufficient evidence to substantiate a prehistoric origin.

22 “Locus” is defined as the place where something is situated or occurs: site, location a center of activity, attention, or concentration. Source: Merriam-Webster Dictionary, <https://www.merriam-webster.com/dictionary/locus>, accessed March 1, 2021.

Thus, a limited sampling program for radiocarbon dating was implemented to determine if the shell remains were prehistoric, modern, or fossil. Four samples were collected and submitted to a radiocarbon dating laboratory (Beta Analytic) for processing. The two samples from Locus 1 returned a date range of 4839-6818 Before Present (BP), or almost 7,000 years old, and suggest the deposition of the shell was prehistoric in origin but it is unknown if the presence of the shell was the result of human activity. The two samples from Locus 2 returned a date range of 542-1950 BP, which could make them modern or late Prehistoric.

The proposed project involves minimal on-site ground-disturbing activities (approximately 1/10th inch to 1.95 feet)²³ for grubbing, grading, or other activities. In addition, the installation of site drainage infrastructure could require grading of small areas to a depth of 24 inches (2 feet). On-site areas that would not be disturbed include the site's periphery that has been previously disturbed by pipelines, roads, and the VCRR railroad right-of-way.

Mitigation Measures MM CUL-1 and MM CUL-2 require archaeological and Native American monitoring during ground disturbing activities to avoid or document any artifacts or archaeological features that may be encountered. Implementation of Mitigation Measures MM CUL-1 and MM CUL-2 reduce potentially significant impacts to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

- MM CUL-1 The Applicant and/or subsequent responsible parties shall contract with a qualified archaeologist to monitor initial grading and excavation. If any historic or prehistoric cultural resources are discovered, they will be evaluated in accordance with the procedures set forth in CEQA Section 15064.5. If the evaluation determines that such resources are either unique or significant archaeological, paleontological, or historic resources and that the project would result in significant effects on those resources, then further mitigation would be required. In cases where the resources are unique, then avoidance, capping, or other measures, including data recovery, would be appropriate mitigation. If the resources are not unique, then recovery, without further mitigation, would be appropriate.
- MM CUL-2 The Applicant and/or subsequent responsible parties shall contract with a Native American monitor to be present during all subsurface grading, trenching, or construction activities on the project site. The monitor shall provide a monthly report to the Planning Division summarizing the activities during the reporting period. If any qualifying cultural materials are encountered during this phase of project construction, construction activities on the project site shall be halted immediately, and the Applicant shall notify the City. If any find were determined to be significant by the Native American monitor, the City and the Native American monitor would meet to determine the appropriate course of action. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. A final monitoring report(s) shall be provided to the Planning Division prior to Building Division approval of final Certificate(s) of Occupancy.

23 Source: Jensen Design & Survey, Inc., Cut & Fill Depths Analysis | Grading Plan, August 2019.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

PALEONTOLOGICAL RESOURCES

Implementation of the proposed project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature (Threshold CTC-3).

Impact Analysis: The project site is mapped as being underlain in its entirety by Holocene age alluvial deposits consisting of unconsolidated, poorly sorted sandy clay and clayey sand with local gravel (10,000 years Before Present [BP] to Recent). These geologic sediments have a low to high potential (increasing with depth) to uncover paleontological resources.

Site preparation for the proposed project includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. In addition, the installation of site drainage infrastructure, including the stormwater detention basis, could require grading of small areas to a depth up to 24 inches (two feet). The proposed site preparation activities are unlikely to uncover significant fossil vertebrate remains, as the project site has previously been utilized for agricultural activities for many years. Thus, it is likely that any surface paleontological remains have long since been eliminated by past agricultural activities. Given the limited site disturbance to create the temporary outdoor vehicle storage facility, implementation of the proposed project would result in no impacts to paleontological resources.

In addition, given the site’s location on the relatively flat topography of Oxnard Plain, implementation of the proposed project would result in no impacts to a unique geologic site.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

HUMAN REMAINS

The proposed project could disturb human remains, including those interred outside of formal cemeteries (Threshold CTC-4).

Impact Analysis: No human remains or cemeteries are known to exist in or near the project site. However, there is always the possibility that subsurface construction activities associated with the proposed project improvements, such as trenching and grading, would potentially damage or destroy previously undiscovered human remains. In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines Section 15064.5; *Health and Safety Code* Section 7050.5; *Public Resources Code* Section 5097.94 and Section 5097.98 must be followed. Implementation of Mitigation Measure MM CUL-2 would reduce potentially significant impacts associated with the discovery of human remains to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Refer to Mitigation Measure MM CUL-2. No additional mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

TRIBAL CULTURAL RESOURCES

The proposed project could result in substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code Section 21074, listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(K) (Threshold CTC-5).

Impact Analysis: Chapter 532, Statutes of 2014 (AB 52), requires that Lead Agencies evaluate a project’s potential to impact “tribal cultural resources.” Such resources include “[s]ites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are eligible for inclusion in the California Register of Historical resources or included in a local register of historical resources.” AB 52 also gives Lead Agencies the discretion to determine, supported by substantial evidence, whether a resource qualifies as a “tribal cultural resource.”

Also per AB 52 (specifically *Public Resources Code [PRC]* Section 21080.3.1), Native American consultation is required upon request by a California Native American tribe that has previously requested that the City provide it with notice of such projects. No Native American Tribes have requested to be contacted by the City; thus consultation was not conducted.

Whatever the linguistic affiliation, Native Americans in and around the project area exhibited similar organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortars. During their seasonal rounds to exploit plant resources, small groups would migrate within their traditional territory in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, usually grinding slicks on bedrock boulders, at the locations of the resources.

Given the long-standing history of the Native Americans in and around Oxnard, and the proximity of a known site within ¼-mile of the project site but not a known site on the project site, there is the potential for construction of the proposed project to impact tribal cultural resources. Thus, ground-disturbing activities, such as grading or excavation, could disturb previously unidentified subsurface resources. Implementation of Mitigation Measure MM CUL-2 would reduce any potentially significant impacts to previously undiscovered tribal cultural resources to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Refer to Mitigation Measure MM CUL-2. No additional mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

The proposed project could result in substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in Subdivision (c) of Public Resources Code Section 5024.1 (Threshold CTC-6).

Impact Analysis: Refer to Response for Threshold CTC-5 above.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Refer to Mitigation Measure CUL-2. No additional mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

5.5.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable cultural or tribal cultural resources impacts.

Impact Analysis: Potential cumulative impacts could occur if the proposed project, when combined with other past, present, and reasonably foreseeable future projects, would cause significant impacts based on the thresholds of significance set forth in this EIR. The project site does not contain any historic resources, but could contain archaeological, paleontological, or tribal cultural resources; Mitigation Measures MM CUL-1 and MM CKU-2 have been identified to mitigate potential impacts to a less than significant level. As with the proposed project, other past projects, other current projects, and probable future projects would be required to comply with standard conditions of approval and mitigation measures. Despite the site-specific nature of resources, mitigation required for the identification and protection of unknown or undocumented resources would reduce the potential for cumulative impacts. On a cumulative level, data recovered from sites in the region allow for the examination and evaluation of the diversity of human activities in the region. The proposed project would not contribute to a cumulatively considerable impact on cultural or tribal cultural resources; thus, cumulative impacts are concluded to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.5.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to cultural or tribal cultural resources with the imposition of mitigation measures. Therefore, no significant unavoidable cultural or tribal cultural resources impacts would occur as a result of the proposed project.

5.5.8 Sources Cited

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5.6 ENERGY

5.6.1 Summary

The table below summarizes the significance threshold criteria utilized in the aesthetics analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold EN-1:</i> Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal.			X	
<i>Threshold EN-2:</i> Require additional energy facilities, the provision of which may have a significant effect on the environment.			X	
<i>Threshold EN-3:</i> Be inconsistent with existing energy standards.			X	
<i>Threshold EN-4:</i> Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy conservation.				X
<i>Threshold EN-5:</i> Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.			X	

Cumulative energy impacts were concluded to be Less Than Significant.

5.6.2 Regulatory Setting

STATE

State of California Executive Order S-3-05

In June 2005, the Governor of California signed Executive Order S-3-05, which identified the California Environmental Protection Agency (CalEPA) as the lead coordinating state agency for establishing climate change emission reduction targets in California. A “Climate Action Team,” a multi-agency group of state agencies, was set up to implement Executive Order S-3-05. The Governor’s Executive Order established aggressive emissions reductions goals: by 2010, Greenhouse Gas (GHG) emissions must be reduced to 2000 levels; by 2020, GHG emissions must be reduced to 1990 levels; and by 2050, GHG emissions must be reduced to 80 percent below 1990 levels. GHG emission reduction strategies and measures to reduce global warming were identified by the California Climate Action Team in 2006.

Assembly Bill 32, the California Global Warming Solutions Act of 2006

In September 2006, the California Legislature passed Assembly Bill (AB) 32, which set the goal of reducing GHG emissions to 1990 levels by 2020. AB 32 finds and declares that “global warming poses a serious threat to economic well-being, public health, natural resources and the environment of California.” The legislation granted authority to the California Air Resources Board (CARB) to establish multiple mechanisms (regulatory, reporting, voluntary and market) to achieve quantifiable reductions in GHG emissions to meet the statewide goal.

AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. The Climate Change Scoping Plan, adopted in 2008, outlines the State’s plan to achieve the GHG reductions required in AB 32. The actions include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and other mechanisms. The Scoping Plan identifies local governments as “essential partners” in achieving California’s goals to reduce GHG emissions, encouraging the adoption of reduction targets for community and municipal operations emissions that are consistent with the State’s commitment

Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. CARB is currently in the process of preparing the 2022 Scoping Plan Update, which will assess progress towards achieving the 2030 target and layout a path to achieve carbon neutrality by 2045.

Senate Bill 375 (SB 375)

In 2008, SB 375 was enacted to address indirect GHG emissions caused by urban sprawl. SB 375 develops emissions-reduction goals that regions can apply to planning activities. SB 375 provides incentives for local governments and developers to create new walkable and sustainable communities, revitalize existing communities, and implement conscientiously planned growth patterns that concentrate new development around public transportation nodes. The California Air Resources Board (CARB) has been working with the state’s metropolitan planning organizations (MPOs) to align their regional transportation, housing, and land use plans to reduce vehicle miles traveled. SB 375 enhances CARB’s ability to reach the goals of AB 32 by directing the agency to develop regional GHG emission reduction targets to be achieved from the land use and transportation sector for 2020 and 2035.

The emissions reduction target for the Southern California Association of Governments (SCAG) region encompassing the City of Oxnard is 8 percent and 13 percent for 2020 and 2035, respectively. In contrast to the AB 32 targets, the SB 375 targets are per capita emissions reduction targets for GHG emissions from automobiles and light trucks.

Senate Bill 97, Amendments to California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires public agencies to review the environmental impacts of proposed projects, including General Plans, Specific Plans and specific kinds of development projects. Recognizing that AB 32 did not discuss how GHGs should be addressed in documents prepared under CEQA, the legislature enacted SB 97 to require the Governor’s Office of Planning and Research (OPR) to develop and adopt CEQA guidelines for the mitigation of emissions. The draft guidelines were

formalized on March 18, 2010, and all CEQA documents prepared after this date are required to comply with the OPR-approved amendments to the *CEQA Guidelines*.

Office of Planning and Research Guidance for California Environmental Quality Act

The California Office of Planning and Research (OPR) provides guidance for agency compliance with CEQA, which requires that lead agencies analyze and document the environmental impacts of proposed projects. OPR has developed guidance on the analysis and mitigation of GHG emissions in CEQA documents. This guidance states that lead agencies should develop their own approach to performing climate change analysis for projects that generate GHG emissions, and that compliance with CEQA can be achieved by identification and quantification of GHG emissions, assessment of significance of the impact on climate change, and identification of mitigation measures and/or alternatives if the impact is found to be significant.

OPR developed, and the California Natural Resources Agency has adopted, amendments to the *CEQA Guidelines* to incorporating this guidance. *CEQA Guidelines* Section 15183.5(b) states that a lead agency may choose to analyze and mitigate significant greenhouse gas emissions in a plan for the reduction of GHGs or similar document, and that such a plan may be used in a cumulative impacts analysis of a project. A lead agency may determine that an individual project's incremental contribution to a cumulative effect on climate change is not cumulatively considerable if the project complies with the requirement of the previously adopted plan to reduce GHGs.

Title 24

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in the state. Although not originally intended to reduce GHG emissions, increased energy efficiency, and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

California Code of Regulations (CCR) Title 24 is a collection of energy standards for California buildings. California's Energy Code is designed to reduce wasteful and unnecessary energy consumption in newly constructed and existing buildings. The California Energy Commission (CEC) updates the Building Energy Efficiency Standards (Title 24, Parts 6 and 11) every three years by working with stakeholders in a public and transparent process.

The 2019 standards, adopted May 9, 2018, went into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements, and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 standards also include several smaller improvements in energy efficiency.

The 2022 Building Energy Efficiency Standards (Energy Code) will improve upon the 2019 Energy Code for new construction of, and additions and alterations to, residential and nonresidential buildings. Proposed standards were adopted by the CEC on August 11, 2021 with an effective date of January 1, 2023.

Part 11 of the *California Code of Regulations* Title 24 Building Standards Code is referred to as the *California Green Building Standards Code (CALGreen Code)*. The purpose of the *CALGreen Code* is to

“improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.” The *CALGreen Code* is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Sustainable Community Chapter* (Chapter 3) and *Environmental Resources Chapter* (Chapter 5) are listed below.

Sustainable Community Chapter

Energy Generation and Increased Efficiency (Energy Action Plan)

Goal SC-3 Energy efficiency performance standards and generation from renewable sources.

Policy SC-3.8 *Require Use of Passive Energy Conservation Design.* As part of the City and Community EAP’s, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.

Green Building Code

Goal SC-4 Implementation of the California Green Building Code.

Policy SC-4.1 *Green Building Code Implementation.* Implement the 2010 California Green Building Code as may be amended (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.

Environmental Resources Chapter

Water Resources

Goal ER-5 Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.

Policy ER-5.7 *Minimizing Paved Surfaces.* Require minimization and/or permeability of paved surfaces in new developments and replacement paving, where feasible.

Aesthetic, Scenic, and Landscape Resources

Goal ER-6 Protected and enhanced natural setting and scenic resources.

Policy ER-6.5 *Control of Lighting and Glare.* Require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light

downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.

Energy Action Plan

On June 25, 2018, the City of Oxnard approved the *Energy Action Plan (EAP)*. The purpose of the *EAP* is to establish an overall realistic net energy consumption reduction target and identify and scope programs to achieve the target over time. The *EAP* builds upon existing energy conservation efforts and identifies energy conservation and production programs consistent with the *2030 General Plan* goals and policies, utility company programs, and state and federal legislation and initiatives. The *EAP* focuses primarily on electricity efficiency and conservation, but also includes natural gas and renewable energy production strategies. The *EAP*:

1. Quantifies 2005 baseline electricity and natural gas use, projects future demand in City Government and the community, identifies and encourages renewable energy production, and establishes a net energy reduction target;
2. Identifies funding sources and facilitates applications for grants and loans;
3. Quantifies reductions in Greenhouse Gas emissions associated with energy conservation programs and renewable energy production;
4. Evaluates the costs and benefits and prioritizes proposed programs; and
5. Create public/private partnerships through gatherings and workshops, and coordinate with local utility providers to promote public education.

The *EAP* includes the following sections.

Executive Summary

1. Executive Summary and Background;
2. 2005 Baseline, 2020 and 2030 Forecasts, and Reduction Target;
3. Program Development,
4. *EAP*: City Government Programs;
5. *EAP*: Community Programs,
6. Implementation, Program Evaluation, and Monitoring, and
7. Conclusions.

The *EAP* is supported by the following appendices: A. Outreach and Stakeholder Engagement Report; B. Energy and Greenhouse Gas Inventory Methodology; C. City of Oxnard 2030 General Plan Goals and Policies Pertaining to Energy Efficiency and Conservation; D. Cost Benefit Analysis Methodology; E. Financing Models and Mechanisms; and F. Programs for Future Consideration.

5.6.3 Environmental Setting

ENERGY RESOURCES^{24,25}

Energy use can affect air quality and other natural resources adversely. Energy is primarily categorized in three areas: electricity, natural gas, and fuels used for transportation.

According to the United States Energy Information Administration (USEIA), California is the most populous state in the nation representing 12 percent of the total US population, has the largest economy, and is second only to Texas in total energy consumption. Although California has the world’s fifth-largest economy and many energy-intensive industries, the state has one of the lowest per capita energy consumption levels in the United States. This is a result of California’s mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources.

The state is also rich in energy resources. California leads the nation in nonhydroelectric renewable-sourced electricity generation and is among the top producers of conventional hydroelectric power. In addition, California has an abundant supply of crude oil and accounts for one-tenth of the US crude oil refining capacity.

Total annual energy consumption in the United States as of 2018 was approximately 101,083.6 trillion British thermal units (Btu). Fossil fuels provided approximately 80 percent of this energy, consisting of petroleum (approximately 45.4 percent), natural gas (approximately 38.3 percent), and coal (approximately 16.3 percent) resources. Total renewable sources accounted for approximately 11.2 percent of energy consumption, and nuclear electric power accounted for approximately 8.3 percent of the energy consumed in the United States.

In 2018, California was ranked the fourth lowest state in terms of energy use on a per capita basis (202 million Btu per person).

Electricity

In 2019, the California electric system used 277,404 Gigawatt hours (GWh) of electricity, of which 200,475 GWh was produced in-state (CEC).²⁶ Of the 2019 total, approximately 31.7 percent of California’s net electricity generation was from renewable resources, including hydropower.

In 2019, Ventura County consumed 5,344 GWh of electricity,²⁷ approximately 1.9 percent of the state’s electricity consumption.

Southern California Edison (SCE) is the utility provider for the City of Oxnard. In the 2019 fiscal year, SCE sold approximately 84,564 million kilowatt-hours (kWh) of electricity; approximately 48 percent of the electricity that SCE delivered to customers came from carbon-free resources. SCE has already met its 2020

24 Source: United States Energy Information Administration, *State Energy Consumption Estimates 1968-2018*, [seds2018.pdf \(eia.gov\)](#), accessed December 14, 2020.

25 Source: United States Energy Information Administration, *California Profile*, [California Profile \(eia.gov\)](#), accessed December 16, 2020.

26 California Energy Commission, [2019 Total System Electric Generation \(ca.gov\)](#), accessed December 16, 2020.

27 California Energy Commission, *Ventura County 2019 Total Electricity Consumption*, [Electricity Consumption by County \(ca.gov\)](#), accessed December 16, 2020.

requirements to deliver 33 percent of power from Renewables Portfolio Standard (RPS)-eligible resources. Approximately 73 percent of this carbon-free electricity, or 35 percent of SCE’s total delivered power, comes from RPS-eligible resources.²⁸

Natural Gas

California accounts for less than one percent of total US natural gas reserves and production. The state's reserves and production are located primarily in geologic basins in the northern Central Valley. Some natural gas fields are also located in the southern Central Valley, in coastal areas in northern California, and offshore along the Southern California coast.

California's natural gas output equals about one-tenth of the state demand. Almost 80 percent of California households use natural gas for home heating, and almost one-half of the state’s utility-scale electricity generation is fueled by natural gas. In 2019, California consumed 2,093,641 million cubic feet (MMCF) of natural gas, which equates to 21,527.77 million therms (MTHM)²⁹ or 2,152,262,939 million British thermal units (MMBTU).^{30,31}

The Southern California Gas Company (So Cal Gas) is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. So Cal Gas provides natural gas service to Ventura County and the City of Oxnard.

The annual natural gas sales by So Cal Gas to California residential, commercial, and industrial markets in 2019 was approximately 5,255.67 MTHM (CEC, Gas Consumption by Planning Area, 2020). Ventura County consumed approximately 186.5 MTHM of natural gas in 2019, accounting for 9.2 percent of statewide consumption. The non-residential sector made up approximately 39 percent of county-wide consumption (72.8 MTHM).³² The CEC natural gas energy reports do not provide individual jurisdiction calculations.

Transportation

California’s transportation sector consumed 80.3 million BTU of energy per capita in 2018, which ranked 30th in the nation.³³

Fuel

Gasoline is the most used transportation fuel in California, with 97 percent of all gasoline being consumed by light-duty cars, pickup trucks, and sport utility vehicles. Gasoline sold in California at retail is made up of 90 percent petroleum-based gasoline (as specified by the California Air Resources Board) and 10 percent ethanol. Ethanol became the primary blending oxygenate in gasoline in 2003, as Methyl Tertiary Butyl Ether (MTBE) was fully phased out by that year.

28 Southern California Edison, *2019 Annual Report*, [eix-sce-2019-annual-report.pdf \(edison.com\)](#), accessed December 16, 2020.

29 21,527,768,324 therms = 21,527.77 million therms

30 Source: United States Energy Information Administration, *California Profile*, [California Profile \(eia.gov\)](#), accessed December 16, 2020.

31 1 therm = 100,000 British thermal units (BTU)

32 Source: United States Energy Information Administration, *California Profile*, [California Profile \(eia.gov\)](#), accessed December 16, 2020.

33 Source: United States Energy Information Administration, *State Energy Consumption Estimates 1968-2018, Table C14, Total Energy Consumption Estimates per Capita by End-Use Sector, Ranked by State 2018*; [seds2018.pdf \(eia.gov\)](#), accessed December 14, 2020.

According to the California Department of Tax and Fee Administration, statewide taxable sales figures indicate a total of 15,731 million gallons of gasoline and 3,074 million gallons of diesel fuel were sold in 2018. Retail fuel outlet survey data indicates Ventura County accounted for 342 million gallons of gasoline and 33 million gallons of diesel, representing 2.22 percent and 0.01 percent of total statewide gasoline and diesel sales, respectively.³⁴

Vehicle Miles Travelled

Per the *2040 General Plan Draft Environmental Impact Report*, the 2016 vehicle miles traveled (VMT) for Ventura County is 18,676,660 (Countywide VMT - HPMS Boundary-based)³⁵ and 28,377,397 (Total Countywide Trip-Based VMT).³⁶

Project Site

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. As such, no energy resources are currently being utilized at this location.

5.6.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines (May 2017)* and *CEQA Guidelines Appendix G Initial Study Environmental Checklist (January 1, 2020 effective date)* have been utilized as thresholds of significance in this Section. Accordingly, energy impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold EN-1:* Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal.
- *Threshold EN-2:* Require additional energy facilities, the provision of which may have a significant effect on the environment.
- *Threshold EN-3:* Be inconsistent with existing energy standards.
- *Threshold EN-4:* Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy conservation.
- *Threshold EN-5:* Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

34 Source: California Energy Commission, *2019 California Annual Retail Fuel Outlet Report Results (CEC-A15)*, [2010-2018 A15 Results | California Energy Commission](#); accessed December 16, 2020.

35 Source: Table 4.16-1, 2016 Ventura County Boundary-Based VMT Estimates, *Ventura County, 2040 General Plan Draft Environmental Impact Report*, January 13, 2020.

36 Source Table 4.16-2, 2016 Ventura County Unincorporated Trip-Based VMT Estimates, *Ventura County, 2040 General Plan Draft Environmental Impact Report*, January 13, 2020.

5.6.5 Project Impacts and Mitigation Measures

ENERGY RESOURCES

The proposed project could result in wasteful, inefficient, or unnecessary consumption of energy during all project phases (Threshold EN-1).

Impact Analysis: Building materials and human resources would be used for the construction of the proposed project. Many of the resources utilized for construction are nonrenewable, including manpower, sand, gravel, earth, iron, steel, and hardscape materials. Other construction resources, such as lumber, are slowly renewable. In addition, the proposed project would commit energy and water resources as a result of the construction, operation, and maintenance of the proposed project. Much of the energy that would be utilized on-site would be generated through combustion of fossil fuels, which are nonrenewable resources.

Market-rate conditions encourage the efficient use of materials and manpower during construction. Similarly, the energy and water resources that would be utilized by the proposed project would be supplied by the regional utility purveyors, which participate in various conservation programs. Furthermore, there are no unique conditions that would require excessive use of nonrenewable or renewable resources on-site, and the proposed project is expected to utilize energy or water resources in the same manner as typical modern development.

Short-term energy demand would result from construction activities occurring as a result of buildout of the proposed project. Short-term demand would include energy needed to power worker and vendor vehicle trips, as well as construction equipment. Long-term energy demand would result from operation of the proposed temporary outdoor vehicle storage facility, which would include activities such as lighting, heating and cooling of structures. Operational energy demands would typically result from vehicle trips, electricity and natural gas usage, and water and wastewater conveyance.

As estimated by the *Traffic Study* (refer to Appendix J) and the emissions modeling conducted as part of the *Air Quality and Greenhouse Gas Study* (refer to Appendix D) using the CalEEMod model, buildout of the proposed project is anticipated to result in an increase in trip generation by approximately 316 trips per day, natural gas consumption by 0 kBTU annually, and electricity consumption by 126,427 kWh annually.

Although implementation of the proposed project would increase the overall VMT through additional trips and energy compared to existing site conditions, the proposed project would comply with *California Code of Regulations* Title 24 for energy efficiency, ensuring that the proposed project would not result in the wasteful or inefficient use of energy resources. Thus, implementation of the proposed project would result in less than significant impacts to energy resources.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

ENERGY FACILITIES

The proposed project could require additional energy facilities resulting in effects on the environment or preempt future energy development or conservation (Threshold EN-2, Threshold EN-4).

Impact Analysis: The proposed temporary outdoor vehicle storage facility would operate for a maximum of five years requiring electricity to power the guard house and landscape water systems. Nineteen solar powered, mobile, low-intensity LED tower light fixtures would be placed on the perimeter of the property, but do not require electricity. The construction and operation of the proposed project would be served by existing electricity providers, and as such would not require additional energy facilities. Thus, impacts would be less than significant.

Given that electricity production or storage is not part of the proposed project, the proposed project would not preempt electricity providers in the development or conservation of future energy, or the future use of renewable energy. Thus, no impacts to current or future energy development, sources, conservation efforts, or storage would result from implementation of the proposed project.

Level of Significance Before Mitigation

Less Than Significant Impact for Energy Facilities.

No Impact for Preempt Future Development or Conservation.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact for Energy Facilities.

No Impact for Preempt Future Development or Conservation.

ENERGY STANDARDS AND PLANS

The proposed project could be inconsistent with energy standards or conflict with or obstruct an energy efficiency or renewable energy plan (Threshold EN-3, Threshold EN-5).

Impact Analysis: The proposed temporary outdoor vehicle storage facility would operate for a maximum of five years and would be subject to *CALGreen Code* Title 24 standards for energy efficiency during both construction and operations. In addition, the proposed project would be consistent with CARB's *Scoping Plan*, SCAG's *RTP/SCS*, and the City of Oxnard *EAP*, which incorporate goals for use of renewable energy and efficient energy use as well as for reducing GHG emissions. Refer to [Section 5.8, Greenhouse Gas Emissions](#), for additional discussion and analysis of GHG emissions.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of 5 years. The proposed project includes 19 solar powered, mobile, low-intensity LED tower light fixtures that would be placed on the perimeter of the property. The guard house would be constructed in compliance with Title 24. And native landscaping would be installed to minimize the use of water needed once the native plants are established, which in turn reduces the need to power landscape water systems. Therefore, the proposed project would be consistent with applicable state and local energy standards and plans that promote the use of renewable energy and energy efficiency. Impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.6.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable energy impacts.

Impact Analysis: Cumulative impacts relative to energy resources were analyzed in the *2030 General Plan EIR*, which concluded that the General Plan's contribution to the growth and urbanization of the City's Planning Area would result in a direct and/or indirect impact to energy resources.

Buildout of the *2030 General Plan* was concluded to contribute to the incremental depletion of resources, including renewable and nonrenewable resources. Resources such as lumber and other forest/agricultural products and water, are generally considered renewable resources. Nonrenewable resources, such as natural gas, petroleum products, asphalt, petrochemical construction materials, steel and other metals, and sand and gravel, are considered to be commodities, which are available in a finite supply. The *2030 General Plan EIR* concluded there would not be an irreversible commitment of renewable and nonrenewable resources, but there would be an incremental increase in the demand for both resources over the life of the General Plan. Furthermore, the investment of resources in cumulative projects would be typical of the level of investment normally required for urban development. Provided that all standard building codes, including energy conservation standards, are followed, no wasteful use of energy or construction resources is anticipated. Thus, the proposed project would not contribute to a cumulatively considerable impact to energy resources. Impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.6.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to energy. Therefore, no significant unavoidable energy impacts would occur as a result of the proposed project.

5.6.8 Sources Cited

- California Energy Commission, *2019 California Annual Retail Fuel Outlet Report Results (CEC-A15)*, [2010-2018 A15 Results | California Energy Commission](#); accessed December 16, 2020.
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5.7 GEOLOGY AND SOILS

5.7.1 Summary

The table below summarizes the significance threshold criteria utilized in the geology and soils analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold GEO-1a:</i> Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault.				X
<i>Threshold GEO-1b:</i> Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements.		X		
<i>Threshold GEO-2:</i> 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements.		X		
<i>Threshold GEO-3:</i> Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements.				X
<i>Threshold GEO-4:</i> Expose people or structures to inundation by seiche or tsunami.			X	
<i>Threshold GEO-5:</i> Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue.				X

Cumulative geology and soils impacts were concluded to be Less Than Significant.

5.7.2 Regulatory Setting

FEDERAL

Soil and Water Resources Conservation Act

The purpose of the Soil and Water Resources Conservation Act of 1977 is to protect or restore the functions of the soil on a permanent sustainable basis. Protection and restoration activities include prevention of harmful soil changes, rehabilitation of the soil of contaminated sites and of water contaminated by such sites, and precautions against negative soil impacts. If impacts are made on the soil, disruptions of its natural functions and of its function as an archive of natural and cultural history should be avoided, as far as practicable. In addition, the requirements of the federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) through the National Pollution Discharge Elimination System (NPDES) permit provide guidance for protection of geologic and soil resources.

United States Department of Agriculture, Natural Resources Conservation Service

The Natural Resources Conservation Service (NRCS) maps soils and farmland uses to provide comprehensive information necessary for understanding, managing, conserving, and sustaining the nation's limited soil resources. In addition to many other natural resource conservation programs, the NRCS manages the Farmland Protection Program, which provides funds to help purchase development rights to keep productive farmland in agricultural uses. Working through existing programs, United States Department of Agriculture (USDA) joins with state, tribal, and local governments to acquire conservation easements or other interests from landowners.

Earthquake Hazards Reduction Act of 1977

The Earthquake Hazards Reduction Act (EHRA) of 1977 (42 USC Section 7701 et seq.) established the National Earthquake Hazards Reduction Program as a long-term earthquake risk reduction program for the United States which focuses on: developing effective measures to reduce earthquake hazards; promoting the adoption of earthquake hazard reduction activities by federal, state, and local governments, building standards and model building code organizations, engineers, architects, building owners, etc.; improving the understanding of earthquakes and their effects on people and infrastructure through interdisciplinary research involving engineering, natural sciences, and social, economic, and decision sciences; and developing and maintaining the Advanced National Seismic System, the George E. Brown Jr. Network for Earthquake Engineering Simulation, and the Global Seismic Network.

STATE OF CALIFORNIA

Alquist-Priolo Earthquake Fault Zoning Act

California's Alquist-Priolo Earthquake Fault Zoning Act (AP Act), originally enacted in 1972 as the Alquist-Priolo Special Studies Zones Act and renamed in 1994, is intended to reduce the risk to life and property from surface fault rupture during earthquakes. The AP Act prohibits the location of most types of structures intended for human occupancy across the traces of active faults and strictly regulates construction in the corridors along active faults (earthquake fault zones). It also defines criteria for identifying active faults, giving legal weight to terms such as "active," and establishes a process for reviewing building proposals in and adjacent to earthquake fault zones.

Under the AP Act, faults are zoned, and construction along or across them is strictly regulated if they are "sufficiently active" and "well defined." A fault is considered sufficiently active if one or more of its

segments or strands show evidence of surface displacement during Holocene time (defined for the purposes of the AP as within the last 11,000 years). A fault is considered well defined if its trace can be clearly identified by a trained geologist at the ground surface or in the shallow subsurface, using standard professional techniques, criteria, and judgment.

The AP Act requires the State Geologist to establish regulatory zones, known as “Earthquake Fault Zones,” around the surface traces of active faults and to issue appropriate maps. Earthquake Fault Zones were called “Special Studies Zones” prior to January 1, 1994. Local agencies must regulate most development projects within these zones. Before a project can be permitted, cities and counties must require a geologic investigation to demonstrate that proposed buildings would not be constructed across active faults. An evaluation and written report of a specific area must be prepared by a licensed geologist. If an active fault is found, a structure for human occupancy cannot be placed over the trace of the fault and must be set back from the fault (typically 50 feet set backs are required).

Effective June 1, 1998, the Natural Hazards Disclosure Act requires that sellers of real property and their agents provide prospective buyers with a “Natural Hazard Disclosure Statement” when the property that is being sold lies within one or more state-mapped hazard areas, including Earthquake Fault Zones.

Seismic Hazards Mapping Act

The program and actions mandated by the Seismic Hazards Mapping Act of 1990 (SHMA) closely resemble those of the AP Act. SHMA addresses non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. The purpose of the SHMA is to protect the public from the effects of the secondary effects of seismic activity including strong ground shaking, soil liquefaction and associated ground failure, and seismically induced landslides.

Maps showing zones of required investigation for one or more of these hazards are prepared and published by the California Geologic Survey, and like the Alquist-Priolo maps, are available to the public via an online resource. Inclusion within a designated seismic zone does not necessarily indicate that such hazards have been confirmed within the zone, but only that the prevalent soil and groundwater conditions within the zone render the area susceptible to the hazard. The local jurisdictional, such as the city or county permitting agency, is responsible for ensuring that the required site-specific geotechnical investigations have been performed for construction projects proposed within these seismic hazard zones.

Southern California Catastrophic Earthquake Preparedness Plan

The Southern California Catastrophic Earthquake Preparedness Plan, adopted in 2008, examines the initial impacts, inventories resources, provides for the wounded and homeless, and develops a long-term recovery process. The process of Long-Term Regional Recovery (LTRR) provides a mechanism for coordinating federal support to state, Tribal, regional, and local governments, nongovernmental organizations (NGOs), and the private sector to enable recovery from long-term consequences of extraordinary disasters. The LTRR process accomplishes this by identifying and facilitating the availability and use of recovery funding sources, and providing technical assistance (such as impact analysis) for recovery and recovery planning support. “Long-term” refers to the need to re-establish a healthy, functioning region that will sustain itself over time. Long-term recovery is not debris removal and restoration of utilities, which are considered immediate or short-term recovery actions. The LTRR’s three main focus areas are housing, infrastructure (including transportation), and economic development.

California Building Code

The *Uniform Building Code (UBC)* is published by the International Conference of Building Officials and forms the basis for California’s building code, as well as approximately half of the state building codes in the United States. It has been adopted by the California Legislature to address the specific building conditions and structural requirements for California, as well as provide guidance on foundation design and structural engineering for different soil types.

Under state law, all building standards must be centralized in Title 24 or they are not enforceable. The *California Building Code (2019 CBC)* is another name for the body of regulations contained in Title 24, Part 2, of the *California Code of Regulations (CCR)*, which is a portion of the *California Building Standards Code*. Title 24 is assigned to the California Building Standards Commission which, by law, is responsible for coordinating all building standards. The *2019 CBC* incorporates by reference the UBC with necessary California amendments. About one-third of the text within the *California Building Code* has been tailored for California earthquake conditions. Although widely accepted and implemented throughout the United States, local, city, and county jurisdictions can adopt the *UBC* either in whole or in part. By order of the California legislature, the *California Building Code* is published by the California Building Standards Commission every three years. The *2019 CBC* took effect on January 1, 2020.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Safety and Hazards Chapter (Chapter 6)* are listed below.

Liquefaction and Subsidence Risks

- Goal SH-1 Minimize damage to structures, property, and infrastructure as a result of liquefaction and subsidence.
- Policy SH-1.1 *Minimize Liquefaction Risk.* Ensure that structures for human occupancy are only constructed or placed on a potential liquefaction site if the approved geological report shows that an acceptable hazard risk would be created and/or required mitigation measures are met.
- Policy SH-1.3 *Building Code Standards.* Require all new buildings and alterations to existing buildings be built according to the seismic requirements adopted within the most current City of Oxnard Building Code, or its adopted equivalent.
- Policy SH-1.4 *Soil, Geologic, and Structural Evaluation Reports.* Require that adequate soils, and geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for applicable development.
- Policy SH-1.5 *Required Geologic Reports.* Continue to require the submission of a geological report for proposed development located in a liquefaction area.
- Policy SH-1.7 *Soil Investigations.* Continue to require a complete site-specific soils investigation that addresses liquefaction and compressible soil characteristics and identifies construction techniques and or mitigation measures to prevent significant impacts upon the proposed development.
- Policy SH-1.8 *Mitigating Seismic Hazards.* Where necessary, utilize the expert mitigation measures such as those identified in Special Publication 117: Guidelines for

Analyzing and Mitigation Seismic Hazards in California (prepared by the Southern California Earthquake Center) to minimize risk associated with seismic activity.

New Development Mitigations

- Goal SH-3 New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.
- Policy SH-3.1 *Location of New Development.* Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential.

5.7.3 Environmental Setting

REGIONAL GEOLOGIC SETTING

The project site is located in the Oxnard Plain area of the Ventura Basin, a major east-west trending syncline in the western portion of the Transverse Ranges Geomorphic Province. Geologic structures within the western Transverse Ranges region have been formed by folding and displacement on thrust and reverse faults accommodating the regional compressional strain from the convergence of the North American and Pacific plates along a northwest-trending segment of San Andreas Fault. This has resulted in uplift, mountain formation, basin formation, and seismicity throughout the region. The Ventura Basin is a 120 miles long deep, structural trough filled with more than 58,000 feet of primarily marine sedimentary rocks during the Cretaceous through Pleistocene periods. Also included in this thick sequence of rocks is a thick sequence (up to 2,500 feet thick) of nonmarine sedimentary rocks deposited in the Oligocene, the Sespe Formation. The folding and faulting of the thick sequence of sediments in the Ventura Basin created numerous oil and gas fields throughout the region.

Within the Ventura Basin, the Oxnard Plain is a broad, low-lying coastal plain bounded by the Pacific Ocean to the west, the Camarillo Hills to the east, the Santa Monica Mountains to the south, and the San Ynez, Topa, and Los Padres Mountains to the north.

The Oxnard Plain is characterized by gentle, relatively flat topography that slopes seaward from alluvial fans at the base of the surrounding mountains. The Oxnard Plain is crossed by the channels and floodplains of Santa Clara River and Calleguas Creek, which have deposited up to 250 feet of Holocene sediments composed of alternating beds of sand, gravel, silt, and clay typical of channel and floodplain deposits.

PROJECT SITE GEOLOGIC CONDITIONS AND HAZARDS

Local Geology

The project site is mapped as being underlain in its entirety by Holocene alluvial deposits consisting of unconsolidated, poorly sorted sandy clay and clayey sand with local gravel. Groundwater is relatively shallow in the vicinity of the project site. Historically highest groundwater levels as indicated in the Seismic Hazard Zone Reports for the Oxnard and Camarillo Quadrangles ranges from 6 to 10 feet below ground surface.

Slope Stability

Important factors that affect the slope stability of an area include the steepness of the slope, the relative strength of the underlying rock material, and the thickness and cohesion of the overlying colluvium. The steeper the slope and/or the less strong the rock, the more likely the area is susceptible to landslides. The steeper the slope and the thicker the colluvium, the more likely the area is susceptible to debris flows. Such areas can be identified on maps showing the steepness of slopes when used in combination with a geologic map. Another indication of unstable slopes is the presence of old or recent landslides or debris flows.

The project site is flat to very gently sloping and is not subject to slope stability issues.

Soils

The project site is flat with a slight general slope toward the south and is 8 to 14 feet above mean sea level. According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the project site is underlain by three mapped soil units: Camarillo loam; Hueneme sandy loam; and Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19; refer to *Exhibit 5.4-2, Jurisdictional Delineation – Soils Map*.

Camarillo loam soils are poorly drained soils originating from alluvial derived from sedimentary rock with 0 to 2 percent slopes. Hueneme sandy loam soils are poorly drained, sandy soils originating from stratified alluvium derived from sedimentary rock with a 0 to 2 percent slope. Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19 soils are poorly drained, sandy soils originating from alluvium derived from sedimentary rock with a 0 to 2 percent slope. These three soil map units are listed as hydric soils (USDA, NRCS, 2019); refer to *Exhibit 5.4-2*.

Soils investigated during the field survey at the seven sampling points (refer to *Exhibit 5.4-3, Jurisdictional Delineation – Sampling Locations*) had been ripped in the top 0 to 8 inches. Within the seven sampling points, the soils were loamy sand and sandy loam consistency, with no hydric soil indicators. In addition, the soils beneath the ripping was heavily compacted and imported gravel was unearthed indicating signs of previous site disturbances, as observed from the aerial imagery review (Google Earth 2019) dating back to 2005. These disturbances, along with the regular ripping of the soils indicate that normal circumstances within the project site do not occur.

The project site is entirely located within past farmed agricultural land and, thus, the near surface soils at the site have been homogenized and amended by farming practices. Three soil series are mapped at the project site and although the surface soils have been modified by farming activities the general characteristics of the underlying soils should be similar to those of the mapped soil units.

The properties of soil that influence erosion by rainfall and runoff are ones which affect the infiltration capacity of a soil and those which affect the resistance of a soil to detachment and being carried away by falling or flowing water. Soils containing high percentages of fine sands and silt and that have low density are generally the most erodible. These soil types generally coincide with soils such as young alluvium and other surficial deposits, which likely occur in areas throughout the project area. As the clay and organic matter content of these soils increases, the potential for erosion decreases. Clays act as a binder to soil particles, thus, reducing the potential for erosion. However, while clays have a tendency to resist erosion, once eroded they are easily transported by water. Clean, well-drained, and well-graded gravels and gravel-

sand mixtures are usually the least erodible soils. Soils with high infiltration rates and permeabilities reduce the amount of runoff.

All three of the soil units found at the project site have little to no potential for erosion due to the level project site, which reduces or eliminates natural runoff, and due to moderate to moderately rapid permeability of the soils, and moderate clay and high organic matter content (due to the past farming activities) that aids in binding the soil.

Faults and Seismicity

The project site is located within the seismically active Southern California region and will likely be subject to strong ground shaking associated with earthquakes on faults of both the San Andreas and Transverse Ranges fault systems. Active faults of the San Andreas system are predominantly strike-slip faults accommodating translational movement. The Transverse Ranges fault system consists primarily of blind reverse and thrust faults accommodating tectonic compressional stresses in the region. Blind faults have no surface expression and have been located using subsurface geologic and geophysical methods.

This combination of translational and compressive stresses gives rise to diffuse seismicity across the region. Since periodic earthquakes accompanied by surface displacement can be expected to continue in the City, the effects of strong groundshaking and fault rupture are of primary concern to the safety of project facilities and to the people who may occupy businesses and residences that are part of a project.

The seismicity of Southern California is dominated by the intersection of the north-northwest trending San Andreas Fault system and the east-west trending Transverse Ranges fault system. Both systems are responding to strain produced by the relative motions of the Pacific and North American Tectonic Plates. This strain is relieved by right-lateral strike-slip faulting on the San Andreas, and related faults, left lateral strike slip on the Garlock Fault, and by vertical, reverse-slip or left-lateral strike-slip displacement on faults in the Transverse Ranges. The effects of this deformation include mountain building; basin development; deformation of Quaternary marine terraces; widespread regional uplift; and generation of earthquakes. Active reverse or thrust faults in the Transverse Ranges include blind thrust faults responsible for the 1994 Northridge Earthquake, and the frontal faults responsible for uplift of the Santa Monica, Santa Susana, and Santa Ynez Mountains. The frontal faults include the Malibu Coast, Santa Monica-Hollywood, Santa Susana, and Santa Ynez faults. Active right lateral strike slip faults east of the Ventura-Oxnard area include the San Andreas and San Gabriel fault systems.

Both the Transverse Ranges and Ventura-Oxnard area are characterized by numerous geologically young faults. These faults can be classified as historically active, active, potentially active, or inactive, based on the following criteria:

- Faults that have generated earthquakes accompanied by surface rupture during historic time (approximately the last 200 years) and faults that exhibit aseismic fault creep are defined as Historically Active.
- Faults that show geologic evidence of movement within Holocene time (approximately the last 11,000 years) are defined as Active.
- Faults that show geologic evidence of movement during the Quaternary (approximately the last 1.6 million years) are defined as Potentially Active.
- Faults that show direct geologic evidence of inactivity during all of Quaternary time or longer are classified as Inactive.

Although it is difficult to quantify the probability that an earthquake will occur on a specific fault, this classification is based on the assumption that if a fault has moved during the Holocene epoch, it is likely to produce earthquakes in the future. Blind thrust faults do not intersect the ground surface, and thus they are not classified as active or potentially active in the same manner as faults that are present at the earth’s surface. Blind thrust faults are seismogenic structures and thus the activity classification of these faults is predominantly based on historic earthquakes and microseismic activity along the fault.

The Simi-Santa Rosa fault is an active fault of the western Transverse Ranges and is Alquist-Priolo zoned where it is visible at the surface in the Camarillo Hills, along the northeastern edge of the Simi Valley, and along the northern edge of the Santa Rosa Valley. The trace of the fault disappears to the west as the fault zone enters the deep sediment filled Oxnard Plain of the Ventura Basin.

A summary of active and potentially active faults in the project area is provided in Table 5.7-1, Significant Active and Potentially Active Faults in the Project Area.

**TABLE 5.7-1
SIGNIFICANT ACTIVE AND POTENTIALLY ACTIVE FAULTS IN THE PROJECT AREA**

Fault Name	Estimated Maximum Earthquake Magnitude	Estimated Site Intensity (Modified Mercalli)
Simi-Santa Rosa	7.0	X
Oak Ridge – Onshore Segment	7.0	X
Ventura-Pitas Point	6.9	IX
Oak Ridge – Offshore Segment	7.1	IX
Anacapa – Dume	7.5	IX
San Cayetano	7.0	IX
Malibu Coast	6.7	VIII
Santa Ynez	7.1	VIII
Santa Susana	6.7	VII
Northridge	7.0	VIII
Holser	6.5	VII
Santa Monica	6.6	VII
Big Pine	6.9	VI
San Gabriel	7.2	VII
Sierra Madre – San Fernando Segment	6.7	VI
Palos Verdes	7.3	VII
Verdugo	6.9	VI
Hollywood	6.4	VI
San Andreas – Carrizo Segment	7.4	VII
Garlock	7.3	VI
Newport-Inglewood	7.1	VI
Plieto Thrust	7.0	VI
Upper Elysian Park Blind Thrust	6.4	V
Puente Hills Blind Thrust	7.1	VI

Source: Christopher A. Joseph & Associates, Sakioka Farms Business Park Specific Plan Draft Environmental Impact Report, Table IV.F.2, September 2010.

Fault Rupture

The project site is not located within an Alquist-Priolo Zone, nor immediately near any known faults within the City’s planning area; refer to *Exhibit 5.7-1, Seismic Hazards and Faults Within the City of Oxnard*. Thus, fault rupture would not occur at the project site.

Strong Ground Shaking

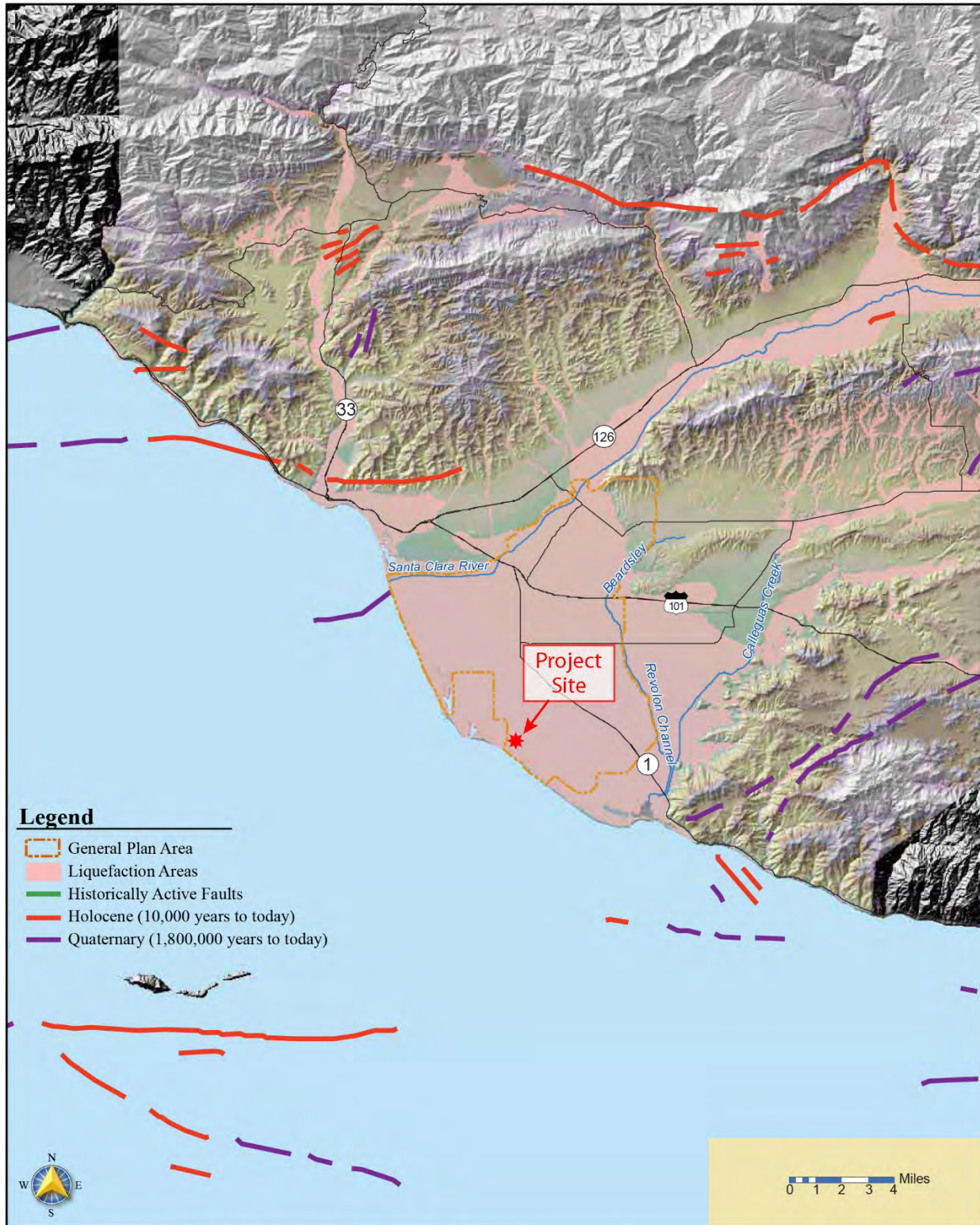
The project site is located in a region that has a history of strong seismic activity. Any of the faults listed in *Table 5.7-1* could potentially generate earthquakes resulting in strong ground shaking. A review of historic earthquake activity from 1800 to 2005 indicates that 19 earthquakes of magnitude 5.5 or greater have occurred within 50 miles of the project site, with some of the earthquakes representing aftershocks of larger earthquakes. Earthquakes are classified by their magnitude (M), a measure of the amount of energy released during the event. Earthquakes of M 6.0 to M 6.9 are classified as moderate. Earthquakes between M 7.0 and M 7.9 are classified as major, and earthquakes of M 8.0 or greater are classified as great. A summary of six earthquake events that had historic significance in the project area is presented in *Table 5.7-2, Significant Historic Earthquakes in the Project Area*, including approximate distance from the site, magnitude, and summary of related damage.

**TABLE 5.7-2
SIGNIFICANT HISTORIC EARTHQUAKES IN THE PROJECT AREA**

Date	Approximate Distance (Miles)	Earthquake Magnitude	Name, Location, or Region Affected	Comments
December 21, 1812	38	7.1	Los Angeles, Ventura, and Santa Barbara Areas	Damaged and destroyed missions in the area and resulted in one death.
June 29, 1925	38	6.8	Santa Barbara Area	This earthquake resulted in \$8 million in damage, and 13 deaths were reported in connection with the earthquake.
June 30, 1941	28	5.9	Santa Barbara Earthquake	The shaking from this earthquake resulted in approximately \$150,000 in damage, including broken water mains, cracked and toppled walls, tops of streetlights snapped off, and goods thrown down from store shelves.
February 9, 1971	44	6.6	San Fernando (Sylmar) Earthquake	This earthquake caused over \$500 million in damage and resulted in 65 deaths. As a result of the damage from this earthquake, building codes were strengthened and the Alquist Priolo Special Studies Zone Act of 1972 was passed.
February 21, 1973	12	5.9	Point Mugu Earthquake	The Point Mugu earthquake was responsible for at least five injuries and more than \$1 million damage in the Point Mugu-Oxnard area. Large boulders fell down onto Highway 1 at Point Mugu, partially blocking the road. Most damage reported was to windows, ceilings, plaster, chimneys and shelved goods, though structural damage and broken pipes were also reported.
January 17, 1994	34	6.7	Northridge Earthquake	Resulted in 60 deaths and approximately \$15 billion in property damage. Damage was significant and widespread, including collapsed freeway overpasses and more than 40,000 damaged buildings in Los Angeles, Ventura, Orange, and San Bernardino Counties.

Source: Christopher A. Joseph & Assoc., *Sakioka Farms Business Park Specific Plan Draft Environmental Impact Report*, Table IV.F.3, September 2010.

EXHIBIT 5.7-1 SEISMIC HAZARDS AND FAULTS WITHIN THE CITY OF OXNARD



Source: City of Oxnard General Plan Draft Background Report (April 2006) Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Environmental Impact Report

The intensity of the seismic shaking, or strong ground motion, during an earthquake is dependent on the distance between the project area and the epicenter of the earthquake, the magnitude of the earthquake, and the geologic conditions underlying and surrounding the project area. Earthquakes occurring on faults closest to the project site would most likely generate the largest ground motion. The intensity of earthquake induced ground motions can be described using peak site accelerations, represented as a fraction of the acceleration of gravity (g). The estimated peak ground acceleration (PGA) of 0.61g for the project site was obtained from the CGS Probabilistic Seismic Hazard Assessment (PSHA) Interactive Map website. PSHA Maps depict peak ground accelerations with a 10 percent probability of exceedance in 50 years. Peak ground acceleration is the maximum acceleration experienced by a particle on the earth's surface during the course of an earthquake, and the units of acceleration are most commonly measured in terms of fractions of g, the acceleration due to gravity (980 cm/sec²). Another commonly used measure of earthquake intensity is the Modified Mercalli Scale, which is a subjective measure of the strength of an earthquake at a particular place as determined by its effects on persons, structures, and earth materials.

Liquefaction

Liquefaction is the phenomenon in which saturated granular sediments temporarily lose their shear strength during periods of earthquake induced, strong groundshaking. The susceptibility of a site to liquefaction is a function of the depth, density, and water content of the granular sediments and the magnitude and frequency of earthquakes in the surrounding region. Saturated, unconsolidated silts, sands, and silty sands within 50 feet of the ground surface are most susceptible to liquefaction. Liquefaction related phenomena include lateral spreading, ground oscillation, flow failures, loss of bearing strength, subsidence, and buoyancy effects. In addition, densification of the soil resulting in vertical settlement of the ground can also occur.

Seismic hazard mapping has been conducted by the CGS, for the two 7.5-Minute Quadrangles that the project site is located on, the Oxnard and Camarillo Quadrangles. Seismic Hazard Maps delineate areas of potential liquefaction and seismically induced landslides, and based on these maps, the entire project site and surrounding areas is mapped as having liquefaction potential.

Tsunamis and Seiches

A tsunami is a rapidly moving wave or series of waves caused by earthquakes or undersea landslides. Given its location along the Pacific Ocean coastline, the City of Oxnard could potentially be struck or impacted by a tsunami; however, the *2005 Multi-Jurisdictional Hazard Mitigation Plan for Ventura County, California* considers this hazard to pose a remote threat to life and property in Ventura County due to the low likelihood of occurrence.

Since 1946, only five major tsunamis have impacted the California coast, the most recent in 2011. On March 28, 1964, 12 people were killed in California when a tsunami was generated by a magnitude 9.2 earthquake off the coast of Alaska. A surge approximately 20-feet high flooded 29 city blocks of Crescent City. On March 11, 2011, a magnitude 9.0 earthquake in the Tohoku region of Japan produced a moderate amplitude tsunami in California. Although it did not generate significant flooding in California, strong tsunami currents caused one death and over \$100 million in damages to 27 harbors statewide, with the most significant damage occurring in Crescent City and Santa Cruz.

For Oxnard and neighboring jurisdictions, the Tsunami Inundation Zone follows the coastline. Areas that are affected by flooding are also at risk for tsunamis. Oxnard's projected tsunami impact area extends

inland from the shoreline approximately one mile. The project site is outside of the Tsunami Inundation Zone.

Oxnard’s Channel Islands Harbor and Mandalay Bay could potentially be impacted by seiches. Seiches are oscillating waves in enclosed or partially enclosed bodies of water (e.g., lakes, bays, or gulfs) for varying lengths of time as a result of seismic or atmospheric disturbances.

5.7.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this section. Accordingly, geology and soils impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold GEO-1a:* Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault.
- *Threshold GEO-1b:* Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements.
- *Threshold GEO-2:* 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements.
- *Threshold GEO-3:* Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements.
- *Threshold GEO-4:* Expose people or structures to inundation by seiche or tsunami.
- *Threshold GEO-5:* Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.7.5 Project Impacts and Mitigation Measures

RUPTURE OF KNOWN EARTHQUAKE FAULT

Implementation of the proposed project could result in substantial adverse impacts involving on-site rupture of known earthquake fault (Threshold GEO-1a).

Impact Analysis: Southern California, including the City of Oxnard and the project site, is subject to the effects of seismic activity due to the active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a state-designated Alquist-Priolo Earthquake Fault Zone.

As mapped on the United States Geological Survey (USGS) Oxnard Quadrangle³⁷ topographic map and the California Geologic Survey’s California Earthquake Hazards Zone Application (EQ Zapp)³⁸ online mapping tool, no Alquist-Priolo Earthquake Fault zones are located on the project site or in the City of Oxnard. Therefore, no impacts would result from the potential for fault rupture of a known earthquake fault on the project site.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

SEISMIC GROUND SHAKING

Implementation of the proposed project could result in the risk of loss, injury, or death due to strong seismic ground shaking (Threshold GEO-1b).

Impact Analysis: As previously stated, there are no known active faults within the City. There are a number of potentially active/active faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa, and Malibu Coast faults; however, these faults are located approximately 1.5 to 10 miles from the City of Oxnard.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of five years. The proposed project does not include the construction of permanent buildings; however, a guard house and a portable restroom would be installed on-site. During the operational term of the proposed project, the project site would likely experience moderate to high ground shaking from these fault zones, as well as some background shaking from other seismically active areas of the Southern California region.

Although some structural damage is typically not avoidable during a large earthquake, the proposed project would be constructed to meet existing construction ordinances and the *California Building Code* in order to protect against building collapse and major injury during a seismic event. The *California Building Code* includes specific design measures, which are based on the determination of Site Classification and Seismic Design Categories specific to the project site. These design measures are intended to maximize structural stability in the event of an earthquake. Thus, adherence to the *California Building Code* requirements, as well as Mitigation Measure MM GEO-1 would reduce impacts related to strong seismic shaking to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

37 United States Geological Survey, *Oxnard Quadrangle*, 2018.

38 California Department of Conservation, California Geologic Survey, California Earthquake Hazards Zone Application (EQ Zapp), <https://maps.conservation.ca.gov/cgs/EQZApp/app/>, accessed October 18, 2020.

Mitigation Measures

GEO-1 Prior to issuance of grading permits, the Applicant or designee shall prepare and submit a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer for review and approval by the City of Oxnard Building and Engineering Division. The recommendations in the report shall be implemented during site grading and construction.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

UNSTABLE GROUND

Implementation of the proposed project could 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard code requirements (Threshold GEO-2).

Impact Analysis:

LIQUEFACTION

A majority of the City of Oxnard is susceptible to liquefaction as a result of underlying thick alluvial deposits and high groundwater levels. In addition, the City of Oxnard is located in a Seismic Hazard Area for liquefaction according to seismic hazard mapping conducted by the California Geological Survey.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of five years. The proposed project does not include the construction of permanent buildings; however, a guard house and a portable restroom would be installed on-site. To ensure that the temporary on-site structures do not experience structural damage due to liquefaction, the Applicant shall implement the recommendations in the soils, geologic, and structural evaluation report required per Mitigation Measure GEO-1 and adhere to the California Building Code requirements for the guard house, which reduce potentially significant impacts to less than significant with mitigation incorporated.

LANDSLIDES

The geologic and topographic characteristics of an area often determine its potential for landslides. Landslides (or slope failure) refer to the dislodging and falling of a mass of soil or rocks along a sloped surface. Although the potential for small-scale slope failure may exist in the City, particularly along stream banks, margins of drainage channels, and similar settings where steep banks or slopes occur, the flat terrain of the project site minimizes this potential geologic hazard. Thus, given the project site's topography and the limited grading design for the proposed temporary outdoor vehicle storage facility, seismically induced landslides would not pose a danger to the people or structures on-site. Therefore, no impacts would result from implementation of the proposed project.

UNSTABLE SOILS

Unstable soils are characterized by earth material that, because of its nature or the influence of related conditions, cannot be depended upon to remain in place without extra support, such as would be furnished by a system of shoring. The on-site soils are characterized as unstable soils.

Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. Per the Grading Plan (refer to *Exhibit 5.7-2, Grading Plan*), the disturbed area for development is 1,395,221 square feet (32.1 acres) and includes 13,024 Cubic Yards (CY) of cut and 18,561 CY of fill for a total net import of 5,536 CY, inclusive of soil and gravel import for compaction and leveling of the parking area for the cars and the stormwater detention area.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of 5 years. The proposed project does not include the construction of permanent buildings; however, a guard house and a portable restroom would be installed on-site. To ensure that the temporary on-site structures do not experience structural damage due to unstable soils, the Applicant shall implement the recommendations in the soils, geologic, and structural evaluation report required per Mitigation Measure MM GEO-1 and adhere to the *California Building Code* requirements for the guard house, which reduce potentially significant impacts to less than significant with mitigation incorporated.

Level of Significance Before Mitigation

Potentially Significant Impact for Liquefaction and Unstable Soils.

No Impact for Landslides.

Mitigation Measures

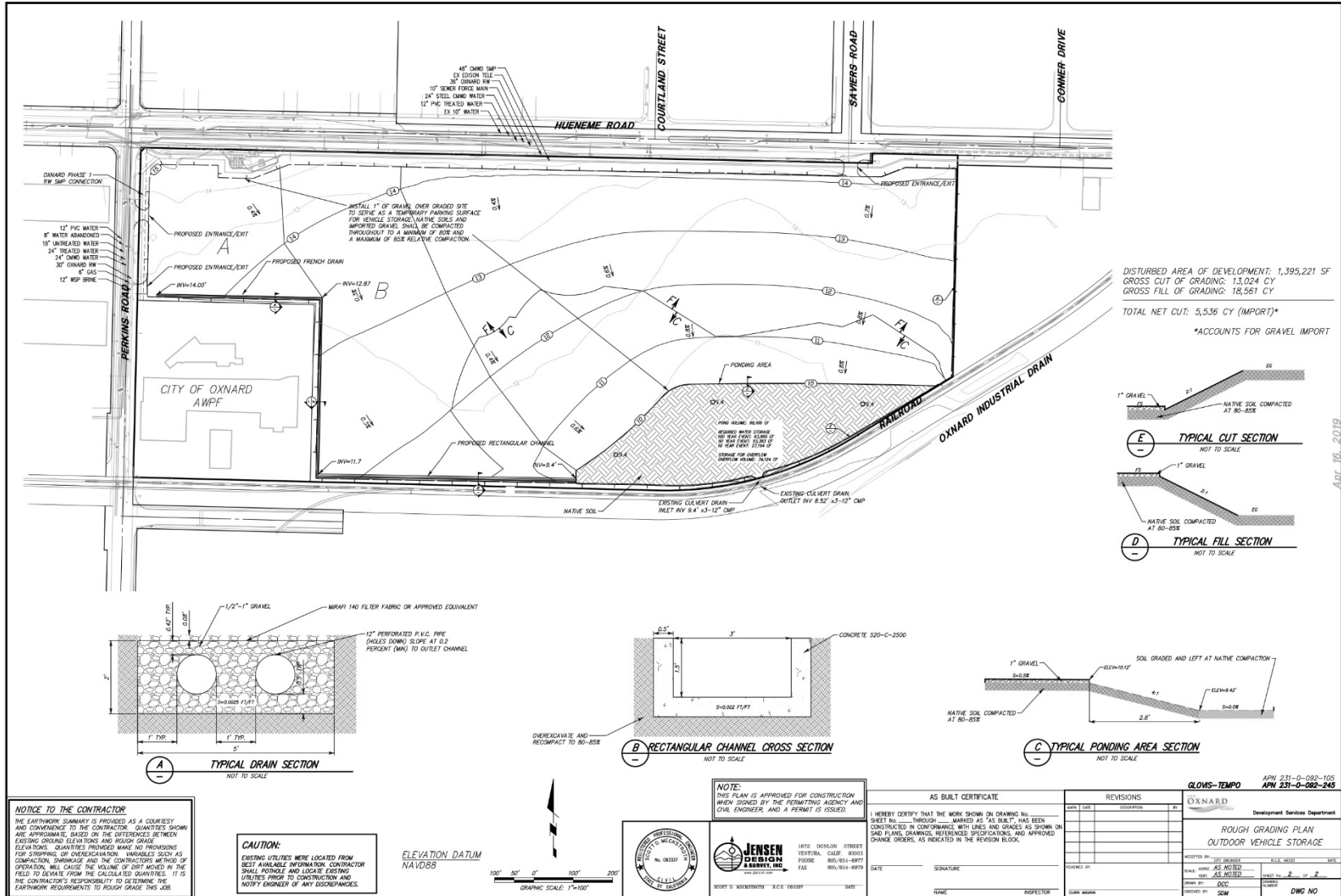
Refer to Mitigation Measure GEO-1. No additional mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated for Liquefaction and Unstable Soils.

No Impact for Landslides.

EXHIBIT 5.7-2 GRADING PLAN



Source: Source: Jensen Design & Survey, Inc. (April 2019)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXPANSIVE SOILS

Implementation of the proposed project could be located on expansive soils creating substantial risks to life or property (Threshold GEO-3).

Impact Analysis: The project site is flat with a slight general slope toward the south and is 8 to 14 feet above mean sea level. According to the United States Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, Per the USDA Natural Resources Conservation Service, the following soil units exist within the project site: Cc - Camarillo sandy loam, Cd - Camarillo loam, and Hn - Hueneme sandy loam. These three soil map units are listed as hydric soils that are described below and illustrated in Exhibit 5.4-2, Jurisdictional Delineation – Soils Map.

Cc - Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19

Camarillo sandy loam, 0 to 2 percent slopes, MLRA 19 soils are poorly drained, sandy soils originating from alluvium derived from sedimentary rock with a 0 to 2 percent slope. The parent material for this soil unit is alluvium derived from sedimentary rock and is an alluvial flat landform. The soil profile includes sandy loam, stratified sandy loam to sandy clay loam, and stratified sand to fine sand. This soil unit drains poorly and has a depth of water table range from 24 to 60 inches.

Cd - Camarillo loam

Camarillo loam soils are poorly drained soils originating from alluvial derived from sedimentary rock with 0 to 2 percent slopes. The parent material for this soil unit is alluvium derived from sedimentary rock and is an alluvial flat landform. The soil profile includes loam, sandy loam to sandy clay loam, and fine sand. This soil unit drains poorly and has a depth of water table range from 24 to 60 inches.

Hn - Hueneme sandy loam

Hueneme sandy loam soils are poorly drained, sandy soils originating from stratified alluvium derived from sedimentary rock with a 0 to 2 percent slope. The parent material for this soil unit is stratified alluvium derived from sedimentary rock and is a basin floor landform. The soil profile includes sandy loam and stratified sand to silt loam. This soil unit drains poorly and has a depth of water table range from 24 to 60 inches.

Expansive soils are characterized by the presence of swelling clay minerals that can absorb a significant amount of water molecules, and are susceptible to large volume changes of swelling and shrinking that are directly related to changes in the water content. Expansive soils are typically very fine grained with a high to very high percentage of clay. Thus, the on-site soils (Camarillo sandy loam, Camarillo loam, and Hueneme sandy loam) are characterized as hydric soils, not expansive soils.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of five years. The proposed project does not include the construction of permanent buildings; however, a guard house and a portable restroom would be installed on-site. Implementation of the proposed project would result in no impacts related to expansive soils.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

SEICHE OR TSUNAMI INUNDATION

The proposed project could expose people or structures to inundation by seiche or tsunami (Threshold GEO-4).

Impact Analysis: The project site is not located in an area subject to seiches. The project site is located within an area of the City that may experience tsunami activity, a secondary effect of seismic activity, and is located in an area between the limits of the 100-year flood and 500-year flood zones. The potential for significant tsunami impacts to Oxnard is low, due to past tsunami events and what portion of the California coast was affected. In the event that a tsunami reached California, and specifically the Ventura County coastline, the wave energy would be largely dissipated offshore, and is not anticipated to increase flooding in water bodies within the 100-year and 500-year flood zones. Thus, the proposed project would have no impact related to seiches and less than significant impacts related to tsunamis.

Level of Significance Before Mitigation

No Impact for Seiches.
Less Than Significant Impact for Tsunamis.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact for Seiches.
Less Than Significant Impact for Tsunamis.

DREDGING OR MAINTENANCE ACTIVITY

The proposed project could rely on dredging or other maintenance activities (Threshold GEO-5).

Impact Analysis: The proposed project does not include dredging or other maintenance activities. Thus, the proposed project would have no impact related to dredging or other maintenance activity by another agency that is not guaranteed to continue.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.7.6 Cumulative Impacts and Mitigation Measures

The proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to geologic soils and seismic hazards.

Impact Analysis: The proposed project would result in less than significant impacts related to geology, soils, and seismicity, with implementation of Mitigation Measure MM GEO-1.

Unsafe geologic, soils, and seismic conditions exist throughout southern California and new development in such areas would be considered significant. These potential impacts are evaluated on a project-by-project basis in accordance with CEQA. If a specific site were determined to create a significant impact that could not be feasibly mitigated the site would not be appropriate for development. Development of cumulative projects would incrementally increase the number of people and structures potentially subject to a seismic event. However, such exposure would be minimized through strict engineering guidelines for development at each respective area. Future development projects would be subject to compliance with the respective jurisdiction's *Building Code* and *California Building Code*. Additionally, site-specific mitigation would be incorporated on a project-by-project basis to reduce cumulative geology and soil impacts to a less than significant level.

As concluded above, impacts resulting from implementation of the proposed project would be less than significant with compliance with the City's *Building Code* and *California Building Code*, and Mitigation Measure MM GEO-1. Further, construction and operation of the proposed project would not amplify geologic soils or seismic hazard impacts elsewhere. Therefore, implementation of the proposed project would not result in cumulatively considerable geologic soils and seismic hazards impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.7.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to geology and soils with the imposition of the identified mitigation measures, and compliance with federal, state, and local regulatory requirements. Therefore, no significant unavoidable geology and soils impacts would occur as a result of the proposed project.

5.7.8 Sources Cited

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- City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.
- Rincon Consultants, Inc., *Aquatic Resources Jurisdictional Delineation for a Temporary Outdoor Vehicle Storage Facility, Located in Oxnard, Ventura County, CA (APNs: 231-0-092-245 and -105)*, October 3, 2019.
- Rincon Consultants Inc., *Biological Resources Inventory, 34-Acre Project Site, City of Oxnard, Ventura County, California*, April 27, 2018.

5.8 GREENHOUSE GAS EMISSIONS

5.8.1 Summary

The table below summarizes the significance threshold criteria utilized in the greenhouse gas emissions analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.</i>			X	
<i>Threshold GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California.</i>			X	
<i>Threshold GHG-3: Contribute or be subject to potential secondary effects of climate change (e.g., sea-level rise, increase fire hazard).</i>			X	

Cumulative greenhouse gas emissions impacts were concluded to be Less Than Significant.

5.8.2 Regulatory Setting

The following regulations address both climate change and greenhouse gas (GHG) emissions.

FEDERAL

Safer Affordable Fuel-Efficient Vehicles Rule

On April 30, 2020, the United States Environmental Protection Agency (USEPA) and the National Highway Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO₂ emissions standards for model years 2021-2026 passenger cars and trucks such that the standards increase by approximately 1.5 percent each year through model year 2026 as compared to the 2012 standards which required an approximately five percent annual increase (National Highway Traffic Safety Administration 2020). To account for the effects of the Part Two Rule, the California Air Resources Board released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the Emission FACTor (EMFAC) model (CARB 2020a).

STATE

The California Air Resources Board (CARB) is responsible for the coordination and oversight of State and local air pollution control programs in California. California has numerous regulations aimed at reducing the state’s GHG emissions, which are summarized below.

California Advanced Clean Cars Program

Assembly Bill (AB) 1493 (2002), California’s Advanced Clean Cars program (referred to as “Pavley”), requires CARB to develop and adopt regulations to achieve “the maximum feasible and cost-effective reduction of GHG emissions from motor vehicles.” On June 30, 2009, the USEPA granted the waiver of Clean Air Act preemption to California for its GHG emission standards for motor vehicles beginning with the 2009 model year. Pavley I regulates model years from 2009 to 2016 and Pavley II, which is now referred to as “LEV (Low Emission Vehicle) III GHG” regulates model years from 2017 to 2025. The Advanced Clean Cars program coordinates the goals of the Low Emissions Vehicles (LEV), Zero Emissions Vehicles (ZEV), and Clean Fuels Outlet programs, and would provide major reductions in GHG emissions. By 2025, when the rules will be fully implemented, new automobiles will emit 34 percent fewer GHGs and 75 percent fewer smog-forming emissions from their model year 2016 levels (CARB 2011).

Assembly Bill 32

California’s major initiative for reducing GHG emissions is outlined in Assembly Bill 32 (AB 32), the “California Global Warming Solutions Act of 2006,” which was signed into law in 2006. AB 32 codifies the statewide goal of reducing GHG emissions to 1990 levels by 2020 and requires CARB to prepare a Scoping Plan that outlines the main State strategies for reducing GHGs to meet the 2020 deadline. In addition, AB 32 requires CARB to adopt regulations to require reporting and verification of statewide GHG emissions. Based on this guidance, CARB approved a 1990 statewide GHG level and 2020 limit of 427 MMT CO₂e. The Scoping Plan was approved by CARB on December 11, 2008 and included measures to address GHG emission reduction strategies related to energy efficiency, water use, and recycling and solid waste, among other measures. Many of the GHG reduction measures included in the Scoping Plan (e.g., Low Carbon Fuel Standard, Advanced Clean Car standards, and Cap-and-Trade) have been adopted since approval of the Scoping Plan.

AB 32 required the California Air Resources Board (CARB or Board) to develop a Scoping Plan that describes the approach California will take to reduce GHGs to achieve the goal of reducing emissions to 1990 levels by 2020. The Scoping Plan was first approved by the Board in 2008 and must be updated at least every five years. The Climate Change Scoping Plan, adopted in 2008, outlines the State’s plan to achieve the GHG reductions required in AB 32. The actions include direct regulations, alternative compliance mechanisms, incentives, voluntary actions, and other mechanisms. The Scoping Plan identifies local governments as “essential partners” in achieving California’s goals to reduce GHG emissions, encouraging the adoption of reduction targets for community and municipal operations emissions that are consistent with the State’s commitment

Since 2008, there have been two updates to the Scoping Plan. Each of the Scoping Plans have included a suite of policies to help the State achieve its GHG targets, in large part leveraging existing programs whose primary goal is to reduce harmful air pollution. In May 2014, CARB approved the first update to the AB 32 Scoping Plan (2014 Scoping Plan update). The 2014 Scoping Plan update defined CARB’s climate change priorities for the next 5 years and set the groundwork to reach post-2020 statewide goals. The update highlighted California’s progress toward meeting the “near-term” 2020 GHG emission reduction goals

defined in the original Scoping Plan. It also evaluated how to align the State’s longer-term GHG reduction strategies with other State policy priorities, including those for water, waste, natural resources, clean energy, transportation, and land use (CARB 2014).

On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO₂e by 2030 and two MT CO₂e by 2050. As stated in the 2017 Scoping Plan, these goals may be appropriate thresholds for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

CARB is currently in the process of preparing the 2022 Scoping Plan Update, which will assess progress towards achieving the 2030 target and layout a path to achieve carbon neutrality by 2045.

Senate Bill 97

Senate Bill (SB) 97, signed in August 2007, acknowledges that climate change is an environmental issue that requires analysis in California Environmental Quality Act (CEQA) documents. In March 2010, the California Natural Resources Agency (Resources Agency) adopted amendments to the *CEQA Guidelines* for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted guidelines give lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHG and climate change impacts.

Senate Bill 375

SB 375, signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. In addition, SB 375 directs each of the state’s 18 major Metropolitan Planning Organizations (MPOs) to prepare a “sustainable communities strategy” (SCS) that contains a growth strategy to meet these emission targets for inclusion in the Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035. The Southern California Association of Governments (SCAG) was assigned targets of an 8 percent reduction in GHGs from transportation sources by 2020 and a 19 percent reduction in GHGs from transportation sources by 2035. In the SCAG region, SB 375 also provides the option for the coordinated development of subregional plans by the subregional councils of governments and the county transportation commissions to meet SB 375 requirements.

Cap-and-Trade Program

The California Cap-and-Trade Program, launched in 2013, is a market-based regulation designed to reduce GHG emissions from multiple sources. The Cap-and-Trade Program sets a firm limit or cap on GHGs and minimizes the compliance costs of achieving AB 32 goals. The objective of the program is that trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. Also, with a carbon market, a price on carbon is established for GHGs. The Cap-and-Trade Program is designed to reduce GHG emissions from major sources, such as refineries and power plants (deemed “covered entities”). “Covered entities” subject to the Cap-and-Trade Program are sources that emit more than 25,000 metric tons (MT) of CO₂e per year. Triggering of the 25,000 MT of CO₂e per year “inclusion

threshold” is measured against a subset of emissions reported and verified under the California Regulation for the Mandatory Reporting of Greenhouse Gas Emissions.

The Cap-and-Trade Program provides a firm cap, ensuring that the 2020 and 2030 statewide emission limits will not be exceeded. An inherent feature of the Cap-and-Trade Program is that it does not guarantee GHG emissions reductions in any discrete location or by any particular source. Rather, GHG emissions reductions are only guaranteed on a cumulative basis. Such a focus on aggregate GHG emissions is considered appropriate because climate change is a global phenomenon, and the effects of GHG emissions are considered cumulative.

The Cap-and-Trade Program covers approximately 85 percent of California’s GHG emissions (Center for Climate and Energy Solutions 2019). The Cap-and-Trade Program covers the GHG emissions associated with electricity consumed in California, whether generated in-state or imported. Accordingly, GHG emissions associated with CEQA projects’ electricity usage are covered by the Cap-and-Trade Program. The Cap-and-Trade Program also covers fuel suppliers (natural gas and propane fuel providers and transportation fuel providers) to address emissions from such fuels and from combustion of other fossil fuels not directly covered as large sources in the Program’s first compliance period.³⁹ Furthermore, the Cap-and-Trade Program also covers the GHG emissions associated with the combustion of transportation fuels in California, whether refined in-state or imported. The point of regulation for transportation fuels is when they are “supplied” (i.e., delivered into commerce). The Cap-and-Trade Program was scheduled to end on December 31, 2020; however, AB 398 was enacted in 2017 to extend and clarify the role of the Cap-and-Trade Program from January 1, 2021 through December 21, 2030.

Senate Bill 32

On September 8, 2016, the Governor signed SB 32 into law, extending AB 32 by requiring the State to further reduce GHGs to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, CARB adopted the 2017 Scoping Plan, which provides a framework for achieving the 2030 target. The 2017 Scoping Plan relies on the continuation and expansion of existing policies and regulations, such as the Cap-and-Trade Program, as well as implementation of recently adopted policies and policies, such as SB 100 (see below). The 2017 Scoping Plan also puts an increased emphasis on innovation, adoption of existing technology, and strategic investment to support its strategies. As with the 2014 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends that local governments adopt policies and locally appropriate quantitative thresholds consistent with statewide per capita goals of six metric tons (MT) CO_{2e} by 2030 and two MT CO_{2e} by 2050 (CARB 2017b). As stated in the 2017 Scoping Plan, these goals may be appropriate thresholds for plan-level analyses (city, county, subregional, or regional level), but not for specific individual projects because they include all emissions sectors in the state (CARB 2017).

Senate Bill 100

Adopted on September 10, 2018, SB 100 supports the reduction of GHG emissions from the electricity sector by accelerating the state’s Renewables Portfolio Standard Program, which was last updated by SB 350 in 2015. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 44 percent by 2024, 60 percent by 2030, and 100 percent by 2045.

³⁹ While the Cap-and-Trade Program technically covered fuel suppliers as early as 2012, they did not have a compliance obligation (i.e., they were not fully regulated) until 2015.

Executive Order B-55-18

On September 10, 2018, the Governor issued Executive Order B-55-18, which established a new statewide goal of achieving carbon neutrality by 2045 and maintaining net negative emissions thereafter. This goal is in addition to the existing statewide GHG reduction targets established by SB 375, SB 32, SB 1383, and SB 100.

Executive Order N-79-20

On September 23, 2020, the Governor issued Executive Order N-79-20, tasking CARB with ensuring that all new passenger cars and trucks sold in the state shall be zero emission vehicles by 2035. The EO further dictates that all medium- and heavy-duty trucks sold in the state shall be zero emission vehicles by 2045.

California Environmental Quality Act

Pursuant to the requirements of SB 97, the Resources Agency has adopted amendments to the CEQA Guidelines for the feasible mitigation of GHG emissions or the effects of GHG emissions. The adopted CEQA Guidelines provide general regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts. To date, a variety of air districts have adopted quantitative significance thresholds for GHGs.

REGIONAL

The Ventura County Air Pollution Control District's (VCAPCD) *2016 Air Quality Management Plan (2016 AQMP)* provides strategies to reduce motor vehicle emissions as Transportation Control Measures (TCMs) that would have the effect of reducing GHG emissions. These TCMs meet milestones and help demonstrate attainment of the National Ambient Air Quality Standards (NAAQS). TCMs are based on the Southern California Association of Governments' (SCAG) adopted *2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)* and *Federal Transportation Improvement Program (FTIP)*. These TCMs along with the *2016 RTP/SCS* supports the State's required GHG emission reduction targets for the region that is set by CARB.

SCAG's most current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is *Connect SoCal, The 2020-2045 Regional Transportation Plan/ Sustainable Communities Strategy of The Southern California Association of Governments (Connect SoCal)*. SCAG's Regional Council adopted *Connect SoCal* on September 3, 2020. The TCMS along with *Connect SoCal* would also support State's required GHG emission reduction targets for the region.

CITY OF OXNARD

Oxnard General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Sustainable Community Chapter (Chapter 2)* are listed below.

Climate Change and Global Warming Awareness

Goal SC-1 Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.

Policy SC-1.1 *Inventory and Monitor GHG Emissions.* Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines.

Energy Generation and Increased Efficiency (Energy Action Plan)

Goal SC-3 Energy efficiency performance standards and generation from renewable sources.

Policy SC-3.8 *Require Use of Passive Energy Conservation Design.* As part of the City and Community EAP’s, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.

Green Building Code

Goal SC-4 Implementation of the California Green Building Code.

Policy SC-4.1 *Green Building Code Implementation.* Implement the 2010 California Green Building Code as may be amended (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.

Energy Action Plan

The City of Oxnard has not adopted a Climate Action Plan, but has adopted an *Energy Action Plan (EAP)* in April 2013, as required by the *2030 General Plan*. The *EAP* builds upon existing energy conservation efforts and identifies energy conservation and production programs consistent with 2030 General Plan goals and policies, utility company programs, and state and federal legislation and initiatives. The *EAP* focuses primarily on electricity efficiency and conservation, but also includes natural gas and renewable energy production strategies. The City proposes a reduction target of 10 percent below the 2005 baseline for electricity and natural gas consumption provided by Southern California Edison and SoCal Gas Company.

5.8.3 Environmental Setting

Climate Change and Greenhouse Gases

Climate change is the observed increase in the average temperature of the Earth’s atmosphere and oceans along with other substantial changes in climate (such as wind patterns, precipitation, and storms) over an extended period. The term “climate change” is often used interchangeably with the term “global warming,” but climate change is preferred because it conveys that other changes are happening in addition to rising temperatures. The baseline against which these changes are measured originates in historical records that identify temperature changes that occurred in the past, such as during previous ice ages. The global climate is changing continuously, as evidenced in the geologic record which indicates repeated episodes of substantial warming and cooling. The rate of change has typically been incremental, with warming or cooling trends occurring over the course of thousands of years. The past 10,000 years have been marked by a period of incremental warming, as glaciers have steadily retreated across the globe. However, scientists have observed acceleration in the rate of warming over the past 150 years. The United Nations Intergovernmental Panel on Climate Change (IPCC) expressed a high degree of confidence

(95 percent or greater chance) that the global average net effect of human activities has been the dominant cause of warming since the mid-20th century (IPCC 2014).

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF₆). Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere, and natural processes, such as oceanic evaporation, largely determine its atmospheric concentrations.

GHGs are emitted by natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are usually by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO₂, include fluorinated gases and SF₆ (United States Environmental Protection Agency [USEPA] 2020). Different types of GHGs have varying global warming potentials (GWP). The GWP of a GHG is the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally, 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as “carbon dioxide equivalent” (CO₂e), and is the amount of GHG emitted multiplied by its GWP. Carbon dioxide has a 100-year GWP of one. By contrast, methane has a GWP of 28, meaning its global warming effect is 28 times greater than carbon dioxide on a molecule per molecule basis (IPCC 2015).

The accumulation of GHGs in the atmosphere regulates the Earth’s temperature. Without the natural heat-trapping effect of GHGs, the earth’s surface would be about 33° Celsius (°C) cooler (World Meteorological Organization 2020). However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, are believed to have elevated the concentration of these gases in the atmosphere beyond the level of concentrations that occur naturally.

GREENHOUSE GAS EMISSIONS INVENTORY

Global Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT or gigatonne⁴⁰) CO₂e in 2010 (IPCC 2014). Carbon dioxide emissions from fossil fuel combustion and industrial processes contributed about 65 percent of total emissions in 2010. Of anthropogenic GHGs, carbon dioxide was the most abundant, accounting for 76 percent of total 2010 emissions. Methane emissions accounted for 16 percent of the 2010 total, while nitrous oxide and fluorinated gases accounted for 6 percent and 2 percent respectively (IPCC 2014).

Federal Emissions Inventory

Total United States (U.S.) GHG emissions were 6,676.6 MMT of CO₂e in 2018. Since 1990, total US emissions have increased by an average annual rate of 0.13 percent for a total increase of 3.7 percent since 1990. Emissions increased by 2.9 percent from 2017 to 2018. The increase from 2017 to 2018 was

40 A gigatonne is one billion (1,000,000,000) tonnes, and is often used when discussing human carbon dioxide emissions.

primarily driven by increased fossil fuel combustion as a result of multiple factors, including increased energy usage from greater heating and cooling needs due to a colder winter and hotter summer in 2018 as compared to 2017. In 2018, the transportation and industrial end-use sectors accounted for 36 percent and 26 percent, respectively, of GHG emissions while, the residential and commercial end-use sectors accounted for 20 percent and 17 percent of GHG emissions, respectively, with electricity emissions distributed among the various sectors (USEPA 2020).

California Emissions Inventory

Based on the California Air Resource Board's (CARB) California Greenhouse Gas Inventory for 2000-2017, California produced 424.1 MMT of CO₂e in 2017. The major source of GHG emissions in California is transportation, contributing 41 percent of the state's total GHG emissions. The industrial sector is the second largest source, contributing 24 percent of the state's GHG emissions, and electric power accounts for approximately 15 percent (CARB 2019). California emissions are due in part to its large size and large population compared to other states. However, a factor that reduces California's per capita fuel use and GHG emissions, as compared to other states, is its relatively mild climate. In 2016, the State of California achieved its 2020 GHG emission reduction goals as emissions fell below 431 MMT of CO₂e (CARB 2019). The annual 2030 statewide target emissions level is 260 MMT of CO₂e (CARB 2017b).

POTENTIAL EFFECTS OF CLIMATE CHANGE

Globally, climate change has the potential to affect numerous environmental resources through potential impacts related to future air temperatures and precipitation patterns. Scientific modeling predicts that continued GHG emissions at or above current rates would induce more extreme climate changes during the 21st century than were observed during the 20th century. Each of the past three decades has been warmer than all the previous decades in the instrumental record, and the decade from 2000 through 2010 has been the warmest. The observed global mean surface temperature (GMST) from 2015 to 2017 was approximately 1.0°C (1.8°F) higher than the average GMST over the period from 1880 to 1900 (National Oceanic and Atmospheric Administration 2019). Furthermore, several independently analyzed data records of global and regional Land-Surface Air Temperature (LSAT) obtained from station observations jointly indicate that LSAT and sea surface temperatures have increased. Due to past and current activities, anthropogenic GHG emissions are increasing global mean surface temperature at a rate of 0.2°C per decade. In addition to these findings, there are identifiable signs that global warming is currently taking place, including substantial ice loss in the Arctic over the past two decades (IPCC 2014 and 2018).

According to California's Fourth Climate Change Assessment, statewide temperatures from 1986 to 2016 were approximately 0.6°C to 1.1°C higher than those recorded from 1901 to 1960. Potential impacts of climate change in California may include reduced water supply from snow pack, sea level rise, more extreme heat days per year, more large forest fires, and more drought years (State of California 2018). While there is growing scientific consensus about the possible effects of climate change at a global and statewide level, current scientific modeling tools are unable to predict what local impacts may occur with a similar degree of accuracy. In addition to statewide projections, *California's Fourth Climate Change Assessment* includes regional reports that summarize climate impacts and adaptation solutions for nine regions of the state and regionally specific climate change case studies (State of California 2018). A summary follows of some of the potential effects that could be experienced in California as a result of climate change.

Air Quality

Higher temperatures, which are conducive to air pollution formation, could worsen air quality in California. Climate change may increase the concentration of ground-level ozone, but the magnitude of the effect, and therefore its indirect effects, are uncertain. As temperatures have increased in recent years, the area burned by wildfires throughout the state has increased, and wildfires have been occurring at higher elevations in the Sierra Nevada Mountains (State of California 2018). If higher temperatures continue to be accompanied by an increase in the incidence and extent of large wildfires, air quality would worsen. However, if higher temperatures are accompanied by wetter, rather than drier conditions, the rains would tend to temporarily clear the air of particulate pollution and reduce the incidence of large wildfires, thereby ameliorating the pollution associated with wildfires. Additionally, severe heat accompanied by drier conditions and poor air quality could increase the number of heat-related deaths, illnesses, and asthma attacks throughout the state (California Natural Resources Agency 2009).

Water Supply

Analysis of paleoclimatic data, such as tree-ring reconstructions of stream flow and precipitation, indicates a history of naturally and widely varying hydrologic conditions in California and the west, including a pattern of recurring and extended droughts. Uncertainty remains with respect to the overall impact of climate change on future precipitation trends and water supplies in California. For example, many southern California cities have experienced their lowest recorded annual precipitation twice in the past decade; however, in a span of only two years, Los Angeles experienced both its driest and wettest years on record (California Department of Water Resources [DWR] 2008). This uncertainty regarding future precipitation trends complicates the analysis of future water demand, especially where the relationship between climate change and its potential effect on water demand is not well understood. However, the average early spring snowpack in the western United States, including the Sierra Nevada Mountains, decreased by about 10 percent during the last century. During the same period, sea level rose over 5.9 inches along the central and southern California coast (State of California 2018). The Sierra snowpack provides the majority of California's water supply by accumulating snow during the state's wet winters and releasing it slowly during the state's dry springs and summers. A warmer climate is predicted to reduce the fraction of precipitation falling as snow and result in less snowfall at lower elevations, thereby reducing the total snowpack (DWR 2008; State of California 2018). The State of California projects that average spring snowpack in the Sierra Nevada and other mountain catchments in central and northern California will decline by approximately 66 percent from its historical average by 2050 (State of California 2018).

Hydrology and Sea Level Rise

Climate change has the potential to induce substantial sea level rise in the coming century (State of California 2018a). The rising sea level increases the likelihood and risk of flooding. The rate of increase of global mean sea levels over the 2001-2010 decade, as observed by satellites, ocean buoys and land gauges, was approximately 3.2 millimeters (mm) per year, which is double the observed 20th century trend of 1.6 mm per year (World Meteorological Organization [WMO] 2013). As a result, global mean sea levels averaged over the last decade were about 8 inches higher than those of 1880 (WMO 2013). Sea levels are rising faster now than in the previous two millennia and the rise is expected to accelerate, even with robust GHG emission control measures. The most recent IPCC report predicts a mean sea-level rise of 10 to 37 inches by 2100 (IPCC 2018). A rise in sea levels could completely erode 31 to 67 percent of southern California beaches, result in flooding of approximately 370 miles of coastal highways during 100-year storm events, jeopardize California's water supply due to salt water intrusion, and induce groundwater

flooding and/or exposure of buried infrastructure (State of California 2018a). In addition, increased CO₂ emissions can cause oceans to acidify due to the carbonic acid it forms. Increased storm intensity and frequency could affect the ability of flood-control facilities, including levees, to handle storm events.

Agriculture

California has a \$50 billion annual agricultural industry that produces over one-third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). Higher CO₂ levels can stimulate plant production and increase plant water-use efficiency. However, if temperatures rise and drier conditions prevail, certain regions of agricultural production could experience water shortages of up to 16 percent; water demand could increase as hotter conditions lead to the loss of soil moisture; crop-yield could be threatened by water-induced stress and extreme heat waves; and plants may be susceptible to new and changing pest and disease outbreaks (State of California 2018). In addition, temperature increases could change the time of year certain crops, such as wine grapes, bloom or ripen, and thereby affect their quality (California Climate Change Center 2006).

Ecosystems and Wildlife

Climate change and the potential resulting changes in weather patterns could have ecological effects on a global and local scale. Increasing concentrations of GHGs are likely to accelerate the rate of climate change. Scientists project that the annual average maximum daily temperatures in California could rise by 4.4 to 5.8°F in the next 50 years and by 5.6 to 8.8°F in the next century (State of California 2018). Soil moisture is likely to decline in many regions, and intense rainstorms are likely to become more frequent. Rising temperatures could have four major impacts on plants and animals related to 1) timing of ecological events; 2) geographic distribution and range; 3) species' composition and the incidence of nonnative species within communities; and 4) ecosystem processes, such as carbon cycling and storage (Parmesan 2006; State of California 2018).

5.8.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, greenhouse gas emissions impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold GHG-1:* Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.
- *Threshold GHG-2:* Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California.
- *Threshold GHG-3:* Contribute or be subject to potential secondary effects of climate change (e.g., sea-level rise, increase fire hazard).

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

Individual projects do not generate sufficient GHG emissions to influence climate change directly. However, physical changes caused by a project can contribute incrementally to significant cumulative effects, even if individual changes resulting from a project are limited. The issue of climate change typically involves an analysis of whether a project's contribution towards an impact would be cumulatively considerable. "Cumulatively considerable" means the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, other current projects, and probable future projects (*CEQA Guidelines* Section 15064[h][1]).

Neither the City of Oxnard or VCAPCD have yet developed a qualified GHG reduction plan. In light of a specific GHG threshold or qualified GHG reduction plan recommended or adopted by the City or VCAPCD, it is appropriate to refer to guidance from other agencies when discussing GHG emissions. The City of Oxnard generally refers to the South Coast Air Quality Management District (SCAQMD) methodology for GHG Significance analysis. In guidance provided by the SCAQMD's GHG CEQA Significance Threshold Working Group in September 2010, SCAQMD considered a tiered approach to determine the significance of residential and commercial projects. The draft tiered approach is outlined in meeting minutes dated September 29, 2010 (SCAQMD 2010):

- **Tier 1.** If a project is exempt from further environmental analysis under existing statutory or categorical exemptions, there is a presumption of less than significant impacts with respect to climate change. If not, then the Tier 2 threshold should be considered.
- **Tier 2.** Consists of determining whether or not a project is consistent with a GHG reduction plan that may be part of a local general plan, for example. The concept embodied in this tier is equivalent to the existing concept of consistency in CEQA Guidelines Section 15064(h)(3), 15125(d) or 15152(a). Under this Tier, if a project is consistent with the qualifying local GHG reduction plan, it is not significant for GHG emissions. If there is not an adopted plan, then a Tier 3 approach would be appropriate.
- **Tier 3.** Establishes a screening significance threshold level to determine significance. The Working Group has provided a recommendation of 10,000 MT of CO_{2e} per year for industrial projects and 3,000 MT of CO_{2e} per year for residential and commercial projects
- **Tier 4.** Establishes a service population threshold to determine significance. The Working Group has provided a recommendation of 4.8 MT of CO_{2e} per year for land use projects.

The proposed project would not be statutory or categorically exempt, and therefore Tier 1 does not apply. The City does not have a local, qualified GHG reduction plan for the proposed project to tier off, thus Tier 2 would not apply. Service population is defined as employees plus residents; due to the nature of the proposed project as a temporary vehicle storage facility, it would have a small number of employees and a service population threshold would not provide an accurate depiction of project GHG emission impacts; thus Tier 4 would not apply.

The City has recently used the SCAQMD 3,000 MT of CO_{2e} per year threshold to analyze project GHG emissions under its jurisdiction (Rincon 2019a and 2019b). Pursuant to *CEQA Guidelines* Section 15064, this threshold is considered appropriate by the City to determine GHG emission impacts for the proposed project. The proposed project would be in support of commercial automobile uses, and therefore, the applicable threshold for the proposed project would be a bright line threshold of 3,000 MT of CO_{2e} per year for commercial projects in accordance with Tier 3.

5.8.5 Project Impacts and Mitigation Measures

ANALYSIS METHODOLOGY

Calculations of CO₂, CH₄, and N₂O emissions are provided to identify the magnitude and nature of the proposed project’s potential GHG emissions and environmental effects. The analysis focuses on CO₂, CH₄, and N₂O because they make up 98.9 percent of all GHG emissions by volume (IPCC 2007) and are the GHG emissions that a project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF₆, were also considered for the analysis. Emissions of all GHGs are converted into their equivalent GWP in MT of CO₂e. Small amounts of other GHGs (such as chlorofluorocarbons [CFCs]) would also be emitted; however, these other GHG emissions would not substantially add to the total GHG emissions. Calculations are based on the methodologies discussed in the California Air Pollution Control Officers Association (CAPCOA) CEQA and Climate Change white paper (CAPCOA 2008).

The proposed project’s construction and operational related GHG emissions were estimated using CalEEMod version 2016.3.2 in accordance with the methodologies outlined in Appendix D Section 2.2.1. Although construction activity is addressed in this analysis, CAPCOA does not discuss whether any of the suggested threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, *“more study is needed to make this assessment or to develop separate thresholds for construction activity”* (CAPCOA 2008). In accordance with SCAQMD’s recommendation, GHG emissions from construction of the proposed project were amortized over a 30-year period and added to annual operational emissions to determine the proposed project’s total annual GHG emissions (SCAQMD 2008).

The proposed project would be a temporary outdoor vehicle storage facility for new vehicles in operation from 2022 to 2027. The GHG operational emissions modeling were estimated using the anticipated closing year of 2027.

IMPACT ANALYSIS

The proposed project could generate greenhouse gas emissions, either directly or indirectly, that could have a significant impact on the environment (Threshold GHG-1).

Impact Analysis: Construction of the proposed project would generate GHG emissions from the operation of heavy machinery, dirt importing, and truck hauling resulting in an estimated 193 MT of CO₂e. Although construction activity is addressed in this analysis, the California Air Pollution Control Officers Association does not discuss whether any threshold approaches adequately address impacts from temporary construction activity. As stated in the CEQA and Climate Change white paper, *“more study is needed to make this assessment or to develop separate thresholds for construction activity”* (CAPCOA 2008). Nevertheless, air districts such as the SCAQMD (2008) have recommended that GHG emissions from construction be amortized over 30 years and added to operational GHG emissions to determine the overall impact of a proposed project. Amortized over a 30-year period, construction of the proposed project would generate an estimated 6.4 MT CO₂e per year (refer to Appendix A of Appendix D for CalEEMod output results).

Operational sources of GHG emissions associated with the proposed project include daily trips to and from the Port of Hueneme along with energy use for the guard house and water for landscaping. Operational emissions would result in 55.9 MT CO₂e of per year (refer to Appendix A of Appendix D for CalEEMod output results). When combined with amortized construction emissions, the proposed project would

result in approximately 62.3 MT CO₂e per year, which would not exceed the project-specific threshold of 3,000 MT CO₂e per year. Thus, the proposed project would not result in a significant increase in GHG emissions; impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases (Threshold GHG-2).

Impact Analysis: The City of Oxnard *Energy Action Plan (EAP)* is the City’s guiding document for reducing energy consumption and reducing renewable energy production within City Government and the community relative to planned growth. The purpose of the document is to establish a net energy consumption reduction target and to identify and scope programs to achieve the target over time. It builds upon existing energy conservation efforts and identifies energy conservation and reduction programs consistent with *2030 General Plan* goals and policies, utility company programs, and state and federal legislation and initiatives.

The *EAP* target is to use 10 percent less electricity and natural gas than would otherwise be used by 2020 without these *EAP* programs, including offsetting utility-provided electricity and natural gas with local renewable energy production.

By achieving a 10 percent reduction in electricity and natural gas consumption below a 2005 baseline, the City would also reduce its GHG emissions accordingly. If these energy reductions are translated into GHG reductions, the City’s 2020 energy-related GHG emissions would be approximately 621,887 MT CO₂e. This is approximately 10 percent below the 2005 GHG baseline (693,362 MT CO₂e) and 17 percent below the projected 2020 BAU emissions (749,662 MT CO₂e).

The proposed project includes 19 solar powered, mobile, low-intensity LED tower light fixtures that would be placed on the perimeter of the property. The guard house would be constructed in compliance with Title 24. And native landscaping would be installed to minimize the use of water needed once the native plants are established, which in turn reduces the need to power landscape water systems. Thus, the proposed project has been designed to minimize water, natural gas, and electrical consumption, and would be consistent with the City’s targets identified in the previous paragraph.

As a temporary outdoor storage facility for new vehicles, the proposed project would not result in substantial energy or water usage that would conflict with the goals of the City of Oxnard *EAP* (refer to Section 5.6, Energy, for natural gas and electrical consumption, and Section 5.20, Water, for water consumption). Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could contribute or be subject to potential secondary effects of climate change (Threshold GHG-3).

Impact Analysis: Global climate change can be measured by changes in wind patterns, storms, precipitation, and temperature. Scientific consensus has identified that human-related emissions of GHGs above natural levels significantly contribute to global climate change. GHGs are emissions that trap heat in the atmosphere and regulate the Earth’s temperature, and include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ground level ozone (O₃), and fluorinated gases, such as chlorofluorocarbons (CFCs), hydro chlorofluorocarbons (HCFCs), and halons. The potential impacts of climate change include severe weather patterns, flooding, reduced quality and availability of water, sea level rise, and beach erosion. The primary activities associated with GHG emissions include transportation, operation of utilities (e.g., power generation and transport), industrial activities, manufacturing, agriculture, and residential uses.

Individually, the proposed project would have a less than significant direct effect on climate change. However, the increased accumulation of GHGs from more than one project and many sources in the atmosphere may result in global climate change, which can cause adverse environmental effects. As previously concluded, the proposed project would not result in a significant direct increase in GHG emissions. The proposed project would not significantly contribute to or be subject to secondary effects of climate change, and thus, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.8.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable greenhouse gas emissions impacts.

Impact Analysis: As stated above, the proposed project would not result in a significant impact regarding GHG emissions, as the proposed project would result in 62.3 MT CO₂e per year, which accounts for both operational and amortized construction emissions. Therefore, proposed project-related GHG impacts were determined to be less than significant as they were below the 3,000 MT of CO₂e per year threshold.

It is generally the case that an individual project of this size and nature is of insufficient magnitude by itself to influence climate change or result in a substantial contribution to the global GHG inventory.⁴¹ GHG impacts are recognized as exclusively cumulative impacts; there are no non-cumulative GHG emission impacts from a climate change perspective.⁴¹ The additive effect of project-related GHGs would not result

41 California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

in a reasonably foreseeable cumulatively considerable contribution to global climate change. In addition, the proposed project as well as other cumulative related projects would also be subject to all applicable regulatory requirements, which would further reduce GHG emissions. The proposed project's contribution to significant cumulative impacts related to GHG emissions is not cumulatively considerable. Thus, the proposed project's cumulative GHG emissions would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.8.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts related to greenhouse gas emissions. Therefore, no significant unavoidable greenhouse gas emission impacts would occur as a result of the proposed project.

5.8.8 Sources Cited

California Air Pollution Control Officers Association, *CEQA & Climate Change: Evaluating and Addressing Greenhouse Gas Emissions from Projects Subject to the California Environmental Quality Act*, 2008.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *Energy Action Plan, A Component of the Climate Action and Adaptation Plan*, Adopted April 2013.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Rincon Consultants, Inc., *Port of Hueneme 34-acre Temporary Outdoor Vehicle Storage Facility Air Quality and Greenhouse Gas Study*, November 2020.

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5.9 HAZARDS AND HAZARDOUS MATERIALS

5.9.1 Summary

The table below summarizes the significance threshold criteria utilized in the hazards and hazardous materials analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</i>			X	
<i>Threshold HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.</i>			X	
<i>Threshold HAZ-3: Emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard.</i>			X	
<i>Threshold HAZ-4: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment.</i>				X
<i>Threshold HAZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</i>			X	

Cumulative hazards and hazardous materials impacts were concluded to be Less Than Significant.

5.9.2 Regulatory Setting

FEDERAL

Environmental Protection Agency

The United States Environmental Protection Agency’s (USEPA) mission is to protect human health and the environment. The USEPA takes action to reduce risks associated with exposure to chemicals in commerce, indoor and outdoor environments, and products and food. The USEPA continues to oversee the introduction and use of pesticides, improve their Integrated Risk Information System (IRIS) program, reduce radon risks, identify and address children's health risks in schools and homes, and improve chemical management practices. Oversight of chemical storage and manufacturing in coordination with their interagency partners remains a key focus of the USEPA, as well as efforts to reduce urban air toxics.

Comprehensive Environmental Response, Compensation, and Liability Act

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA or Superfund) provides a federal “superfund” to clean up uncontrolled or abandoned hazardous waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, USEPA was given power to seek out those parties responsible for any release and assure their cooperation in the cleanup. USEPA cleans up orphan sites when potentially responsible parties cannot be identified or located, or when they fail to act. Through various enforcement tools, USEPA obtains private party cleanup through orders, consent decrees, and other small party settlements. USEPA also recovers costs from financially viable individuals and companies once a response action has been completed.

The USEPA is authorized to implement the Act in all 50 states and U.S. territories. Superfund site identification, monitoring, and response activities in states are coordinated through the state environmental protection or waste management agencies.

The Superfund Amendments and Reauthorization Act (SARA) of 1986 reauthorized CERCLA to continue cleanup activities around the country. Several site-specific amendments, definitions, clarifications, and technical requirements were added to the legislation, including additional enforcement authorities. This included Title III of SARA authorized the Emergency Planning and Community Right-to-Know Act (EPCRA); this act is discussed in further detail below.

Hazardous Material Transportation Act

The Hazardous Materials Transportation Act, as amended, is the basic statute regulating hazardous materials transportation in the United States. The purpose of the law is to provide adequate protection against the risks to life and property inherent in transporting hazardous materials in interstate commerce. This law gives the United States Department of Transportation (USDOT) and other agencies the authority to issue and enforce rules and regulations governing the safe transportation of hazardous materials.

Occupational Safety and Health Act Of 1970

The Occupational Safety and Health Act, which is implemented by the Occupational Safety and Health Administration (OSHA), contains provisions with respect to hazardous materials handling. Federal OSHA requirements, as set forth in Title 29 of the *Code of Federal Regulations (CFR)* Section 1910, et seq., are designed to promote worker safety, worker training, and a worker’s right-to-know. In California, OSHA has delegated the authority to administer OSHA regulations to the State of California.

CFR Title 49, which contains the regulations set forth by the Hazardous Materials Transportation Act of 1975, specifies additional requirements and regulations with respect to the transport of hazardous materials. *CFR* Title 49 requires that every employee who transports hazardous materials receive training to recognize and identify hazardous materials and become familiar with hazardous materials requirements. Drivers are also required to be trained in operations of their equipment and commodity specific requirements.

Resource Conservation and Recovery Act

The Resource Conservation and Recovery Act (RCRA) gives the USEPA the authority to control hazardous waste from the “cradle-to-grave.” This includes the generation, transportation, treatment, storage, and disposal of hazardous waste by “large-quantity generators” (1,000 kilograms per month or more). Under

RCRA regulations, hazardous wastes must be tracked from the time of generation to the point of disposal. At a minimum, each generator of hazardous waste must register and obtain a hazardous waste activity identification number. If hazardous wastes are stored for more than 90 days or treated/disposed of at a facility, any treatment, storage, or disposal unit must be permitted under RCRA. Additionally, all hazardous waste transporters are required to be permitted and must have an identification number. RCRA allows individual states to develop their own program for the regulation of hazardous waste as long as the program is at least as stringent as RCRA. In California, the U.EPA has delegated RCRA enforcement to the State of California.

Department of Transportation Regulations

The Secretary of the federal Department of Transportation (Secretary) receives the authority to regulate the transportation of hazardous materials from the Hazardous Materials Transportation Act (HMTA), as amended and codified in *United States Code* Title 49 (49 USC) Section 5101 et seq. The Secretary is authorized to issue regulations to implement the requirements of 49 USC The Pipeline and Hazardous Materials Safety Administration (PHMSA) (formerly the Research and Special Provisions Administration [RSPA]), and has the authority to delegate the responsibility to the PHMSA Administrator to write the hazardous materials regulations, which are contained in 49 CFR Parts 100-180. Under the HMTA, the Secretary “... may authorize any officer, employee, or agent to enter upon inspect, and examine, at reasonable times and in a reasonable manner, the records and properties of persons to the extent such records and properties relate to: (1) the manufacture, fabrication, marking, maintenance, reconditioning, repair, testing, or distribution of packages or containers for use by any “person” in the transportation of hazardous materials in commerce; or (2) the transportation or shipment by any “person” of hazardous materials in commerce.”

Toxic Substances Control Act

Congress enacted the Toxic Substances Control Act (TSCA) of 1976 to give the USEPA the ability to track the approximately 75,000 industrial chemicals currently produced or imported into the United States. The USEPA repeatedly screens these chemicals and can require reporting or testing of those that may pose an environmental or human-health hazard. The US EPA can ban the manufacture and import of those chemicals that pose an unreasonable risk.

Research and Special Programs Administration Regulations

The Department of Transportation (DOT) is responsible for highway routing of hazardous materials and highway safety permits. The U.S. Coast Guard regulates bulk transport by vessel. The hazardous material regulations include emergency response provisions, including incident reporting requirements. Reports of major incidents go to the National Response Center, which in turn is linked with CHEMTREC, a service of the chemical manufacturing industry that provides details on most chemicals shipped in the United States.

Emergency and Community Right To Know Act

The Emergency and Community Right to Know Act (EPCRA) was enacted by Congress in 1986 as the national legislation on community safety. This law was designated to help local communities protect public health, safety, and the environment from chemical hazards. EPCRA was passed in response to concerns regarding the environmental and safety hazards posed by the storage and handling of toxic chemicals. EPCRA establishes requirements for federal, state, and local governments, tribes and industry regarding emergency planning and “Community Right-to-Know” reporting on hazardous and toxic

chemicals. The Community Right-to-Know provisions help increase the public's knowledge and access to information on chemicals at individual facilities, their uses, and releases into the environment. States and communities, working with facilities, can use the information to improve chemical safety and protect public health and the environment. To implement EPCRA, Congress required each state to appoint a State Emergency Response Commission (SERC). The SERCs were required to divide their states into Emergency Planning Districts and to name a Local Emergency Planning Committee for each district.

STATE

California Environmental Protection Agency and California Department of Toxic Substances Control Regulations

The California Environmental Protection Agency (CalEPA) includes the Department of Toxic Substances Control (DTSC), whose mission it is to protect California's people and environment from harmful effects of toxic substances through the restoration of contaminated resources, enforcement, regulation, and pollution prevention. The DTSC regulates hazardous waste, cleans up existing contamination, and looks for ways to reduce the hazardous waste produced in California. Approximately 1,000 scientists, engineers, and specialized support staff ensure that companies and individuals handle, transport, store, treat, dispose of, and clean-up hazardous wastes appropriately. Through these measures, DTSC contributes to greater safety for all Californians, and less hazardous waste reaches the environment.

DTSC regulates hazardous waste in California primarily under the authority of RCRA and the *California Health and Safety Code*. The DTSC regulates hazardous waste, cleans up existing contamination, and researches ways to reduce the hazardous waste produced in California. In addition, the DTSC develops legislation, coordinates with lawmakers, and responds to constituent complaints. The regulations spell out what those who handle hazardous waste must do to comply with the laws.

Statewide, DTSC cleans up or oversees approximately 220 hazardous substance release sites at any given time and completes an average of 125 cleanups each year. Ensuring compliance through inspection and enforcement is an important part of effectively regulating hazardous waste. DTSC conducts roughly 200 inspections a year. DTSC's Criminal Investigations Branch has the only law enforcement officers in the Cal/EPA. These peace officers, with the powers of arrest, and search and seizure, investigate alleged criminal violations of the Hazardous Waste Control Law. They work closely with district attorneys' offices, the federal Environmental Protection Agency, the Federal Bureau of Investigation, and law enforcement personnel in other states.

The California Hazardous Materials Release Response Plans and Inventory Law of 1985 (Business Plan Act) requires that any business that handles hazardous materials prepare a business plan, which must include:

- details, including floor plans, of the facility and business conducted at the site;
- an inventory of hazardous materials that are handled or stored on-site;
- an emergency response plan; and
- a safety and emergency-response training program for new employees with annual refresher courses.

California Occupational Safety and Health Administration Regulations

The California Occupational Safety and Health Administration (Cal/OSHA) has set forth work requirements for disturbance of Asbestos-Containing Construction Materials (ACCMs) including removal operations for all types of ACCMs. In addition, the agency has developed standards for general industry and the construction industry hazardous waste operations and emergency response. Cal/OSHA ensures that employers must have controls to reduce and monitor exposure levels of hazardous materials, an informational program describing any exposure during operations and the inspection of drums and containers prior to removal or opening. Decontamination procedures and emergency response plans must be in place before employees begin working in hazardous waste operations.

California Office of Emergency Services Regulations

The California Office of Emergency Services (Cal OES) Hazardous Materials (HazMat) Section under the Fire and Rescue Division coordinates statewide implementation of hazardous materials accident prevention and emergency response programs for all types of hazardous materials incidents and threats. In response to any hazardous materials emergency, the section staff is called upon to provide state and local emergency managers with emergency coordination and technical assistance.

Accidental Release Prevention Law

The State's Accidental Release Prevention Law provides for consistency with federal laws (i.e., the Emergency Preparedness and Community Right-to-Know Act and the Clean Air Act) regarding accidental chemical releases and allows local oversight of both the state and federal programs.

State and federal laws are similar in their requirements; however, the California threshold planning quantities for regulated substances are lower than the federal quantities. Local agencies may set lower reporting thresholds or add additional chemicals to the program. The Accidental Release Prevention Law is implemented by the Certified Unified Program Agency (CUPA) and requires that any business, where the maximum quantity of a regulated substance exceeds the specified threshold quantity, register with the County as a manager of regulated substances and prepare a risk management plan. A risk management plan must contain an off-site consequence analysis, a 5-year accident history, an accident prevention program, an emergency response program, and a certification of the truth and accuracy of the submitted information. Businesses submit their plans to the CUPA, which makes the plans available to emergency response personnel. The business plan must identify the type of business, location, emergency contacts, emergency procedures, mitigation plans, and chemical inventory at each location.

Hazardous Waste Control Act

The Hazardous Waste Control Act created the state hazardous waste management program, which is similar to but more stringent than the federal Resource Conservation and Recovery Act program. The act is implemented by regulations contained in Title 26 of the *California Code of Regulations (CCR)*, which describes the following required aspects for the proper management of hazardous waste: identification and classification; generation and transportation; design and permitting of recycling, treatment, storage, and disposal facilities; treatment standards; operation of facilities and staff training; and closure of facilities and liability requirements. These regulations list more than 800 materials that may be hazardous and establish criteria for identifying, packaging, and disposing of such waste. Under the Hazardous Waste Control Act and Title 26, the generator of hazardous waste must complete a manifest that accompanies the waste from generator to transporter to the ultimate disposal location. Copies of the manifest must be filed with DTSC.

Unified Hazardous Waste and Hazardous Materials Management Regulatory Program

The Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program) required the administrative consolidation of six hazardous materials and waste programs (Program Elements) under one agency, a CUPA. The Program Elements consolidated under the Unified Program are: Hazardous Waste Generator and On-site Hazardous Waste Treatment Programs (aka Tiered Permitting); Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan (SPCC); Hazardous Materials Release Response Plans and Inventory Program (aka “Hazardous Materials Disclosure” or “Community-Right-To- Know”); California Accidental Release Prevention Program (Cal ARP); UST Program; and Uniform Fire Code Plans and Inventory Requirements. The Unified Program is intended to provide relief to businesses complying with the overlapping and sometimes conflicting requirements of formerly independently managed programs. The Unified Program is implemented at the local government level by CUPAs. Most CUPAs have been established as a function of a local environmental health or fire department. Some CUPAs have contractual agreements with another local agency, a participating agency, which implements one or more Program Elements in coordination with the CUPA.

Hazardous Materials Release Response Plans and Inventory Act of 1985

The Hazardous Materials Release Response Plans and Inventory Act, also known as the Business Plan Act, requires businesses using hazardous materials to prepare a plan that describes their facilities, inventories, emergency response plans, and training programs. Hazardous materials are defined as unsafe raw or unused materials that are part of a process or manufacturing step. They are not considered hazardous waste. However, health concerns pertaining to the release of hazardous materials are similar to those relating to hazardous waste.

Hazardous Waste Source Reduction and Management Review Act of 1989

This Act requires generators of 12,000 kilograms per year of typical/operational hazardous waste to conduct an evaluation of their waste streams every four years and to select and implement viable source reduction alternatives. This Act does not apply to non-typical hazardous waste, such as asbestos and polychlorinated biphenyls.

California Vehicle Code

The *California Vehicle Code* (CVC) establishes regulations for motor carrier transport of hazardous materials. For example, all motor carrier transporters of hazardous materials are required to have a Hazardous Materials Transportation license issued by the California Highway Patrol. In addition, placards identifying that hazardous materials are being transported must be displayed on the vehicle.

California Health and Safety Code

The transport of hazardous waste materials is further governed by the *California Health and Safety Code* Section 25163 and Title 22, Chapter 13, of the CCR. Specifically, Section 25163 of the *California Health and Safety Code* requires transporters of hazardous waste to hold a valid registration issued by the DTSC in his/her possession while transporting hazardous waste. Additionally, Title 22, Chapter 13 of the CCR includes requirements that include, but are not limited to, the following:

- Transporters shall not transport hazardous waste without first receiving an identification number and a registration certificate from DTSC

- Registration as a hazardous waste transporter expires annually, on the last day of the month in which the registration was issued
- To be registered as a hazardous waste transporter, an application must be submitted
- Hazardous waste shall not be accepted for transport without a Uniform Hazardous Waste Manifest that has been properly completed and signed by generator and transporter
- Hazardous waste shall be delivered to authorized facilities only

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Safety and Hazards Chapter (Chapter 6)* are listed below.

New Development Mitigations

- | | |
|---------------|---|
| Goal SH-3 | New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants. |
| Policy SH-3.1 | <i>Location of New Development.</i> Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential. |

Hazards and Hazardous Materials

- | | |
|----------------|---|
| Goal SH-7 | Minimized risk associated with the transport distribution, use, and storage of hazardous materials. |
| Policy SH-7.2 | <i>Handling of Hazardous Materials.</i> Require that hazardous materials are used, stored, transported, and disposed of within the City in a safe manner and in compliance with local, state, and federal standards. |
| Policy SH-7.3 | <i>Designated Hazards Materials Routes.</i> Avoid, whenever possible, the routing of hazardous materials near residential, tourist, and recreational areas and maintain a hazardous material truck route in the office of the Traffic Engineer. |
| Policy SH-7.4 | <i>Limiting High Risk Land Uses.</i> Actively oppose uses being considered by other agencies that pose an unacceptably high risk to the health, safety, and welfare of the residents, workers, visitors, and the natural environment. |
| Policy SH-7.12 | <i>Hazardous Material Studies.</i> Ensure that the proponents of new development projects address hazardous materials concerns through the preparation of Phase I or Phase II hazardous materials studies for each identified site as part of the design phase for each project. Recommendations required to satisfy federal or State cleanup standards outlined in the studies will be implemented as part of the construction phase for each project. |

5.9.3 Environmental Setting

Hazardous wastes generated by both residents and businesses within the City of Oxnard and surrounding jurisdictions contribute to environmental and human health hazards that have become an increasing public concern. However, proper waste management and disposal practices can minimize public concern over toxicity and the contamination of soils, water, and the air.

The transportation diversity in the City of Oxnard is characterized by one U.S. Highway, four State Highway routes, arterial roadways, a mainline railroad and a smaller operation, several public transit operators, one port, and a commuter airport. These are the main modes of transportation for Oxnard. Automobile, bus and truck travel that comprise motor vehicle traffic, represent a critical method of public transport in the City of Oxnard. Railroads constitute a less used mode of personal transportation but still highly critical to goods movement for Oxnard.

It should be noted that hazards of all kinds require an emergency response to inform the public and often generally redirect or evacuate residents to safer locations. Transportation choices and communication to residents utilizing public transportation routes play a vital role in the emergency response effort. Other Oxnard hazards including earthquake, geologic, flooding, tsunami, coastal waves, noise, hazardous materials and potential terrorist acts related to the Department of Homeland Security utilize transportation communication, corridor maps, and routing to help mitigate the particular hazard.

The Oxnard Fire Department manages the safety and evacuation of residents during a large scale incident. Transportation hazards in Oxnard involving interstates or California maintained facilities, such as State routes, are managed through the State of California Department of Transportation (Caltrans) District 7 located in Los Angeles with the California Highway Patrol (CHP) usually the first to respond to the location of the hazard. The California Highway Patrol and other Oxnard law, fire, and medical emergency response agencies are routinely involved at the scene of transportation accidents. If the accident requires the coordination of additional agencies and resources, the Oxnard Fire Department coordinates emergency services and responses. Generally, daily traffic accidents do not involve any coordination of emergency management.

Transportation hazards involving The Port of Hueneme and goods movement are coordinated through the City of Port Hueneme, City of Oxnard, and appropriate ancillary agencies involved with goods movement. Because The Port of Hueneme is an international water port, more hazards can be introduced into Oxnard from foreign locations, including the movement of hazardous materials which can require the involvement of various federal agencies.

For incidents involving railroads in Oxnard, the State of California Public Utilities Commission coordinates the investigation and implementation of improvements along with the individual railroad agency. For transportation hazards involving transit in Oxnard, the Gold Coast Transit District coordinates all efforts in coordination with the City of Oxnard Transportation Center (OTC).

If the traffic hazard involves resources in Ventura County, the Oxnard Fire Department contacts the Ventura County Fire Department. All emergency management service units in Ventura County, other than the Oxnard Fire Department and Gold Coast Ambulance, are dispatched by Ventura County Fire Department. Air ambulances are the only resource needed outside of Ventura County. In most cases, transportation accidents are handled by local Oxnard agencies without a need for mutual aid from outside the City of Oxnard.

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south, and permitted coastal dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and future wetland restoration to the south.

5.9.4 Significance Threshold Criteria

The issues presented in the City of Oxnard CEQA Guidelines (May 2017) have been utilized as thresholds of significance in this section. Accordingly, hazards and hazardous materials quality impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold HAZ-1:* Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.
- *Threshold HAZ-2:* Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.
- *Threshold HAZ-3:* Emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard.
- *Threshold HAZ-4:* Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment.
- *Threshold HAZ-5:* Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.9.5 Project Impacts and Mitigation Measures

HAZARDOUS MATERIALS USE, GENERATION, TRANSPORT, OR DISPOSAL

The proposed project could result in an increased risk of upset associated with the routine use, generation, transport, or disposal of hazardous materials (Threshold HAZ-1).

Impact Analysis: Routine transportation of hazardous materials, including through traffic, poses a risk to residents and employees within the City as a result of potential accidents involving trucks, rail, and other modes that are used to transport hazardous materials and wastes and are shared with the public.

The operation of land uses that use, create, or dispose of hazardous materials is regulated and monitored by federal, state, and local regulations and policies. Specifically, future development within the City of

Oxnard would be subject to compliance with the programs administered by nearby agencies, including the County of Ventura. The owners or operators of businesses that handle or store hazardous materials equal to or above the reportable quantities would be subject to compliance with regulatory agencies. These programs, as well as other federal, state, and local regulations and policies, provide a high level of protection to the public and the environment.

The proposed project includes the temporary outdoor storage of new vehicles. The new vehicles would be operational, and thus, would have small quantities of oil, coolant, and fuel. The proposed project does not include the on-site maintenance or repair of the new vehicles, and thus, does not involve the routine use, transport, or disposal of hazardous materials, including hazardous chemical, radioactive, and biohazardous materials.

Also, the proposed project does not include permanent structures; the temporary on-site structures (guard house, portable restroom) would be subject to all applicable requirements of the City of Oxnard Zoning, Building, and Fire Codes (*Oxnard City Code* Chapter 16, Chapter 14, and Article XV, respectively). In addition, the proposed project would be subject to Standard Condition SC-HAZ-1, which provides the necessary steps in the unlikely event of the release of any hazardous materials (e.g., fuel, coolant, oil) from any on-site vehicle(s). Thus, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Standard Conditions

SC HAZ-1 Prior to issuance of the grading permit, the Applicant shall submit a Safety Plan to the City of Oxnard Fire and Planning Departments. The Safety Plan shall address best management practices to address how vehicles are inspected for leakage and how liquids and vehicle fluids are inspected to ensure release does not occur. The Safety Plan is subject to review and approval by the City of Oxnard Fire and Planning Departments.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

ACCIDENTAL RELEASE OF HAZARDOUS MATERIALS

Accidental release of hazardous materials as result of implementation of the proposed project could result in a hazard to the public or the environment (Threshold HAZ-2).

Impact Analysis: The project site is vacant and undeveloped. There are no leaking underground storage tanks (LUST) on-site.⁴²

42 Source: California State Water Resources Control Board GeoTracker, <https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=9472760856>, accessed July 30, 2020.

CONSTRUCTION

The project site is current vacant and undeveloped, and as such would not encounter asbestos or lead-based paints typically associated with the demolition of older buildings. In addition, construction anticipated with the proposed project does not have the potential to place development in areas where there are LUST cleanup sites or other types of cleanup actions. Therefore, the impact to construction workers or the public would be less than significant.

OPERATION

Businesses that store large quantities of hazardous materials (e.g., fuel storage facilities, chemical warehouses) can be subject to accidents that result from transporting, pumping, pouring, emptying, injecting, spilling, and dumping or disposing of hazardous materials and wastes that could be released into the environment. The severity of potential effects varies with the activity conducted and the concentration and type of waste involved.

The proposed project includes the temporary outdoor storage of new vehicles. The proposed project does not include the on-site maintenance or repair of the new vehicles and thus, would not significantly increase the amount of hazardous materials on-site. Also, federal, state, and local regulations and policies governing the use of hazardous materials strictly regulate the proper handling of such materials and their containers to ensure that accidents involving the release of toxic materials into the environment do not occur. Compliance with appropriate regulations and policies, if required, and Standard Condition SC HAZ-1 would limit the impact from release of hazardous materials to less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Standard Conditions

Refer to SC HAZ-1.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

HAZARDOUS EMISSIONS OR MATERIALS USE NEAR SCHOOL FACILITIES

The proposed project could emit hazardous emissions or handle hazardous materials near school facilities (Threshold HAZ-3).

Impact Analysis: The project site is located within one-quarter mile of an existing elementary school. The Art Haycox Elementary School is located at 5400 Perkins Road in Oxnard, which is approximately 700 feet (0.13 miles) north of the project site. As previously discussed, the proposed project involves the temporary outdoor storage of new vehicles. This proposed use would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste; and therefore, would not impact any existing or proposed schools within one-quarter mile of the project site. Thus, impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

HAZARDOUS MATERIALS SITES

The proposed project could be located on a listed hazardous material site per Government Code Section 65962.5 and create a significant hazard to the public or the environment (Threshold HAZ-4).

Impact Analysis: The project site is not included on the list of hazardous materials sites pursuant to *Government Code* Section 65962.5.⁴³ Thus, installation of the proposed temporary outdoor vehicle storage facility on the project site would not create a significant hazard to the public or the environment. No impacts would result from the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

EMERGENCY RESPONSE/EVACUATION PLAN

The proposed project could impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (Threshold HAZ-5).

Impact Analysis: The proposed project includes a temporary outdoor vehicle storage facility on vacant and undeveloped parcels east of Perkins Road and south of Hueneme Road. Surrounding uses include commercial, residential, school, and park uses to the north; industrial and open space uses to the south and east; and industrial and commercial uses to the west and northwest. Emergency vehicles would continue to have access to project-related and surrounding roadways during construction and upon completion of the proposed project, as the proposed project would be subject to review and approval by all applicable City departments to ensure the proposed project complies with City requirements that do not allow interference with access to emergency responses. Thus, less than significant impacts would occur.

The City's Emergency Operations efforts anticipate that all major streets and highways within the City would serve as evacuation routes. The major streets and highways within the City maintain minimum right of way widths, and would continue to ensure that various evacuation routes are accessible to residents

43 Source: California Department of Toxic Substances, ENVIROSTOR, https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=oxnard&zip=93033&county=ventura&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True, accessed July 30, 2020.

and businesses. As such, the proposed project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan. Thus, less than significant impacts would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.9.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable hazard and hazardous materials impacts.

Impact Analysis: Implementation of the proposed project would result in development that has the potential to occur on or adjacent to sites that use hazardous materials or are listed as hazardous, which could place construction workers and residents at-risk. Construction-related hazardous materials impacts would generally be site-specific and limited to the duration of the construction activity, and would continue to be highly regulated under federal, state, and local regulations. Therefore, there would not be a cumulatively considerable contribution to a cumulatively significant impact, as the proposed project would be required to comply with Standard Condition SC HAZ-1.

Residential development as part of the cumulative projects may be located in proximity or adjacent to facilities that use, store, transport, and dispose hazardous materials, which could increase an individual's exposure to hazardous materials. The cumulative projects that would use, store, transport, and dispose hazardous materials would also be required to comply with hazardous materials laws which are designed to avoid and minimize adverse impacts on public health, safety, and the environment. Each cumulative project has been or would be subject to environmental review and if significant impacts are identified, mitigation measures would be implemented to avoid or reduce the impacts. Therefore, the cumulative impact would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.9.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to hazards or hazardous materials. Therefore, no significant unavoidable hazards or hazardous materials impacts would occur as a result of the proposed project.

5.9.8 Sources Cited

- California Department of Toxic Substances, ENVIROSTOR,
https://www.envirostor.dtsc.ca.gov/public/search?CMD=search&city=oxnard&zip=93033&county=ventura&case_number=&business_name=&FEDERAL_SUPERFUND=True&STATE_RESPONSE=True&VOLUNTARY_CLEANUP=True&SCHOOL_CLEANUP=True&CORRECTIVE_ACTION=True&tiered_permit=True&evaluation=True&operating=True&post_closure=True&non_operating=True&inspections=True, accessed July 30, 2020.
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<https://geotracker.waterboards.ca.gov/map/?myaddress=California&from=header&cqid=9472760856>, accessed July 30, 2020.
- City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.
- City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).
- City of Oxnard, *Oxnard City Code, Chapter 16: Zoning Code*, Current through local legislation Ord. No. 2975, passed February 18, 2020.
- City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

5.10 HYDROLOGY AND WATER QUALITY

5.10.1 Regulatory Setting

The table below summarizes the significance threshold criteria utilized in the hydrology and water quality analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impacts With Mitigation Incorporated, Less Than Significant Impacts, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold HYD-1:</i> Cause a violation of any adopted water quality standards or waste discharge requirements.			X	
<i>Threshold HYD-2:</i> 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 that would not support existing land uses or planned uses for which permits have been granted).			X	
<i>Threshold HYD-3:</i> Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems.			X	
<i>Threshold HYD-4:</i> Place new structures 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	
<i>Threshold HYD-5:</i> Impede or redirect flood flows such that it would increase on- or off-site flood potential.			X	
<i>Threshold HYD-6:</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	
<i>Threshold HYD-7:</i> Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow.			X	
<i>Threshold HYD-8:</i> Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.			X	

Cumulative hydrology and water quality impacts were concluded to be Less Than Significant.

5.10.2 Regulatory Setting

FEDERAL

Federal Clean Water Act

In 1972, the federal Water Pollution Control Act (also referred to as the Clean Water Act [CWA]) was amended to provide that the discharge of pollutants to waters of the United States from any point source is unlawful unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. The 1987 amendments to the CWA added Section 402(p), which establishes a framework for regulating municipal and industrial storm water discharges under the NPDES Program. In 1990, the United States Environmental Protection Agency (USEPA) published final regulations that establish storm water permit application requirements for specified categories of industries. The regulations provide that discharges of storm water to waters of the United States from construction projects that encompass five or more acres of soil disturbance are effectively prohibited unless the discharge is in compliance with an NPDES Permit. Regulations (Phase II Rule) that became final on December 8, 1999 expand the existing NPDES program to address storm water discharges from construction sites that disturb land equal to or greater than one acre and less than five acres (small construction activity).

In addition, the CWA requires the states to adopt water quality standards for receiving water bodies and to have those standards approved by the USEPA. Water quality standards consist of designated beneficial uses for a particular receiving water body (e.g., wildlife habitat, agricultural supply, fishing), along with water quality criteria necessary to support those uses. Water quality criteria are prescribed concentrations or levels of constituents – such as lead, suspended sediment, and fecal coliform bacteria – or narrative statements which represent the quality of water that support a particular use. Because California did not establish a complete list of acceptable water quality criteria, USEPA established, in the California Toxics Rule (CTR), numeric water quality criteria for certain toxic constituents in receiving waters with human health or aquatic life designated uses (40 *CFR* 131.38).

STATE

California Porter-Cologne Act

The federal CWA places the primary responsibility for the control of surface water pollution and for planning the development and use of water resources with the states, although it does establish certain guidelines for the states to follow in developing their programs and allows USEPA to withdraw control from states with inadequate implementation mechanisms.

California's primary statute governing water quality and water pollution issues with respect to both surface waters and groundwater is the Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act). The Porter-Cologne Act grants the State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Boards (RWQCB) power to protect water quality and is the primary vehicle for implementation of California's responsibilities under the federal CWA. The Porter-Cologne Act grants the SWRCB and the RWQCBs authority and responsibility to adopt plans and policies, to regulate discharges of waste to surface and groundwater, to regulate waste disposal sites, and to require cleanup of discharges of hazardous materials and other pollutants. The Porter-Cologne Act also establishes reporting requirements for unintended discharges of any hazardous substance, sewage, or oil or petroleum product.

Each RWQCB must formulate and adopt a water quality control plan (Basin Plan) for its region. The Basin Plan must conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB in its

state water policy. To implement state and federal law, the Basin Plan establishes beneficial uses for surface water and groundwater in the region, and sets forth narrative and numeric water quality standards to protect those beneficial uses. The Porter-Cologne Act also provides that a RWQCB may include within its regional plan water discharge prohibitions applicable to particular conditions, areas, or types of waste.

California Water Code

In California, NPDES permits are issued through the State Water Resources Control Board (SWRCB) and the nine Regional Water Quality Control Boards (RWQCBs). The City is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB). Dischargers are required to submit a Notice of Intent (NOI) to obtain coverage under a Statewide General Permit.

California Antidegradation

The California Antidegradation Policy, otherwise known as the Statement of Policy with Respect to Maintaining High Quality Water in California, was adopted by the SWRCB (State Board Resolution No. 6-16) in 1968. Unlike the Federal Antidegradation Policy, the California Antidegradation Policy applies to all waters of the state, not just surface waters. Under the policy, whenever the existing quality of a water body is better than the quality established in individual Basin Plans, such high quality must be maintained and discharges to that water body must not unreasonably affect any present or anticipated beneficial use of the water resource.

Basin Plan

The Los Angeles Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's antidegradation policy, and (iii) describes implementation programs to protect all waters in the Region. In addition, the Basin Plan incorporates (by reference) all applicable State and Regional Board plans and policies and other pertinent water quality policies and regulations. Those of other agencies are referenced in appropriate sections throughout the Basin Plan.

The Basin Plan is a resource for the Regional Board and others who use water and/or discharge wastewater in the Los Angeles Region. Other agencies and organizations involved in environmental permitting and resource management activities also use the Basin Plan. Finally the Basin Plan provides valuable information to the public about local water quality issues.

The Basin Plan is reviewed and updated, as necessary. Following adoption by the Regional Board, the Basin Plan and subsequent amendments are subject to approval by the State Board, the State Office of Administrative Law (OAL), and the United States Environmental Protection Agency (USEPA).

Construction General Permit

Pursuant to the CWA Section 402(p), requiring regulations for permitting certain storm water discharges, the SWRCB issued a statewide general permit for storm water discharges from construction sites (Water Quality Order 2009-0009-DWQ, State Water Resources Control Board National Pollutant Discharge Elimination System [NPDES] General Permit for Discharges of Storm Water Associated with Construction Activity [NPDES No. CAR000002; adopted by the SWRCB on September 2, 2009]). The Construction

General Permit Order 2009-0009-DWQ has been administratively extended until a new order is adopted and becomes effective.

Dischargers whose projects disturb one (1) or more acres of soil or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity Construction General Permit Order 2009-0009-DWQ. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility.

The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer (QSD).

California Green Building Standards Code

The *2019 California Building Standards Code (California Code of Regulations, Title 24)* was published July 1, 2019, with an effective date of January 1, 2020. The *California Green Building Standards Code (CALGreen Code)* is included as part 11 of Title 24. *CALGreen* measures are designed to improve public health, safety, and general welfare by utilizing design and construction methods that reduce the negative environmental impact of development and encourage sustainable construction practices.

CALGreen provides mandatory direction to developers of all new construction and renovations of residential and non-residential structures with regard to all aspects of design and construction, including but not limited to site drainage design, storm water management, and water use efficiency. Required measures are accompanied by a set of voluntary standards that are designed to encourage developers and cities to aim for a higher standard of development.

Under *CALGreen*, all residential and non-residential sites are required to be planned and developed to keep surface water from entering buildings and to incorporate efficient outdoor water use measures. Construction plans are required to show appropriate grading and surface water management methods such as swales, water collection and disposal systems, French drains, water retention gardens, and other water measures which keep surface water away from buildings and aid in groundwater recharge. Plans should also include outdoor water use plans that utilize weather or soil moisture-controlled irrigation systems. In addition to the above-mentioned requirements, non-residential structures are also required to develop an irrigation water budget for landscapes greater than 2,500 square feet that conforms to the local water efficient landscape ordinance or to the California Department of Water Resources (DWR) Model Water Efficient Landscape Ordinance where no local ordinance is applicable.

VENTURA COUNTY

Ventura County Watershed Protection District

The Ventura County Watershed Protection District (VCWPD or District), previously called the Ventura County Flood Control District, was formed in 1944 to perform drainage services not readily performed by local agencies. The VCWPD provides for the control and conservation of flood and storm waters and for the protection of watercourses, watersheds, public highways, life and property in the District from damage or destruction from these waters.

The Santa Clara Watershed (Zone 2) covers the following cities and communities: Piru, Fillmore, Santa Paula, Ventura, El Rio, Saticoy, Oxnard, Port Hueneme and Nyeland Acres. Major or significant drainage channels are the Santa Clara River and its tributaries and various Oxnard Plain drains.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Community Development Chapter (Chapter 3) and Safety and Hazards Chapter (Chapter 6) are listed below.

Community Development Chapter

Appropriate Industrial Development

- | | |
|---------------|--|
| Goal CD-5 | Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City’s economic vitality. |
| Policy CD-5.1 | <i>Industrial Clustering.</i> Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency. |
| Policy CD-5.2 | <i>Compatible Land Use.</i> Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions. |
| Policy CD 5.3 | <i>Available Services.</i> Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation. |
| Policy CD-5.4 | <i>Environmentally Friendly and “Green” Industry.</i> Seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, use of hazardous materials, or other offensive activity and/or is a component of the emerging Green industry. |
| Policy CD-5.5 | <i>“Green” Major Transportation Routes.</i> Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods. |

Safety and Hazards Chapter

New Development Mitigations

- | | |
|---------------|---|
| Goal SH-3 | New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants. |
| Policy SH-3.1 | <i>Location of New Development.</i> Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential. |
| Policy SH-3.2 | <i>New Development Flood Mitigation.</i> As a condition of approval, continue to require new development to mitigate flooding problems identified by the National Flood Insurance Program and/or other expert information |

Policy SH-3.4 *Avoiding Block of Natural Drainage.* Continue to review development proposals to ensure that the capacity or ability of natural drainage is not impacted.

Public Works Integrated Master Plan

The City of Oxnard *Public Works Integrated Master Plan (PWIMP or Plan)* addresses future planning needs for all major utilities within the City’s jurisdiction: water, wastewater, recycled water, and stormwater. The *PWIMP* coordinates the need and timing of planned water utility facilities as related to the elements and projections in the *2030 General Plan*, with a forward projection through the year 2040. The recommended master planning projects, timing, and phased implementation are noted in the Capital Improvement Plan (CIP) for both the near-term projects (the next several years) as defined in the Cost of Service Studies, and the longer-term projects (extending through 2040) as defined in the Plan. The *Plan* consists of an Executive Summary, a Summary Report, and a seven-volume set of notebooks containing more than 40 Project Memorandums.

City Code

City Code Chapter 22: Water, Article XII. Storm Water Quality Management, implements the CWA and the California Water Code by prohibiting the discharge of any pollutant to navigable waters of the United States from a point source unless the discharge is authorized by a permit issued pursuant to the NPDES process, and prohibits non- storm water discharges into the City’s municipal separate storm sewer system (MS4). Best Management Practices (BMPs) requirements are discussed in Section 22-224.

5.10.3 Environmental Setting

VENTURA COUNTY WATERSHED PROTECTION DISTRICT AND CITY OF OXNARD

Drainage facilities in the City of Oxnard (City) that are partly or completely in the jurisdiction of VCWPD are included in Table 4 of the *Public Works Integrated Master Plan* Project Memorandum 5.1, Stormwater. City drainage facilities discharge into these VCWPD channels, whenever possible.

Major drainage channels within the City of Oxnard include Doris Avenue Drain, Fifth Street Drain, Wooley Road Drain, Oxnard West Drain, Ormond Lagoon Waterway, Rice Road Drain, "J" Street Drain, El Rio Drain, Camarillo Drain, and Nyeland Drain. The large majority of the Ventura County drainage system generally includes concrete pipe, reinforced concrete culverts, rectangular concrete channels, unlined (open) channels, and manholes.

City of Oxnard Drainage System

The City is divided into eighteen major drainage watersheds. These boundaries were originally delineated in the 2003 Master Plan of Drainage. The City is familiar with these watersheds, therefore, their delineation has been maintained in this *PWIMP* for consistency. The major drainage basins are defined mainly by topography and major drainage facilities. The project site is within the planning boundary of the Master Plan of Drainage.

The City’s existing storm drain system collects and conveys stormwater runoff from developed and undeveloped areas throughout the City. The system includes circular pipelines ranging in size from 4 to 96 inches in diameter, rectangular pipes up to 264-inch by 96-inch in size, open channels, five stormwater pump stations, and associated force mains, and various valves and diversion structures throughout the

system. *Exhibit 5.10-1, City of Oxnard Stormwater Drainage System*, shows the City's storm drainage system, including storm drain diameters, detention/retention ponds, pump stations, canals, and outfall locations. In total, there are approximately 162 miles of storm drains and open channels owned by the City, and 28 miles of open channels under the Ventura County jurisdiction.

Ormond Lagoon Waterway

The Ventura County Railway (VCRR) line is located immediately adjacent to the southeastern portion of the project site, and the Ormond Lagoon Waterway⁴⁴ is located south and east of the VCRR. In the vicinity of the project site, the Ormond Lagoon Waterway is an open channel, but a small portion is channelized immediately south of Hueneme Road and east of the project site. North of Hueneme Road, the Ormond Lagoon Waterway is channelized.

The Ormond Lagoon Waterway is one of 18 major drainage watersheds in the City. The watersheds are defined mainly by their topography and major drainage facilities. In total, the 18 watersheds encompass 22,586 acres or 35.29 square miles. The Ormond Lagoon Waterway encompasses 2,549 acres or 398 square miles, which accounts for approximately 11.3 percent of total acres and square miles.

Project Site

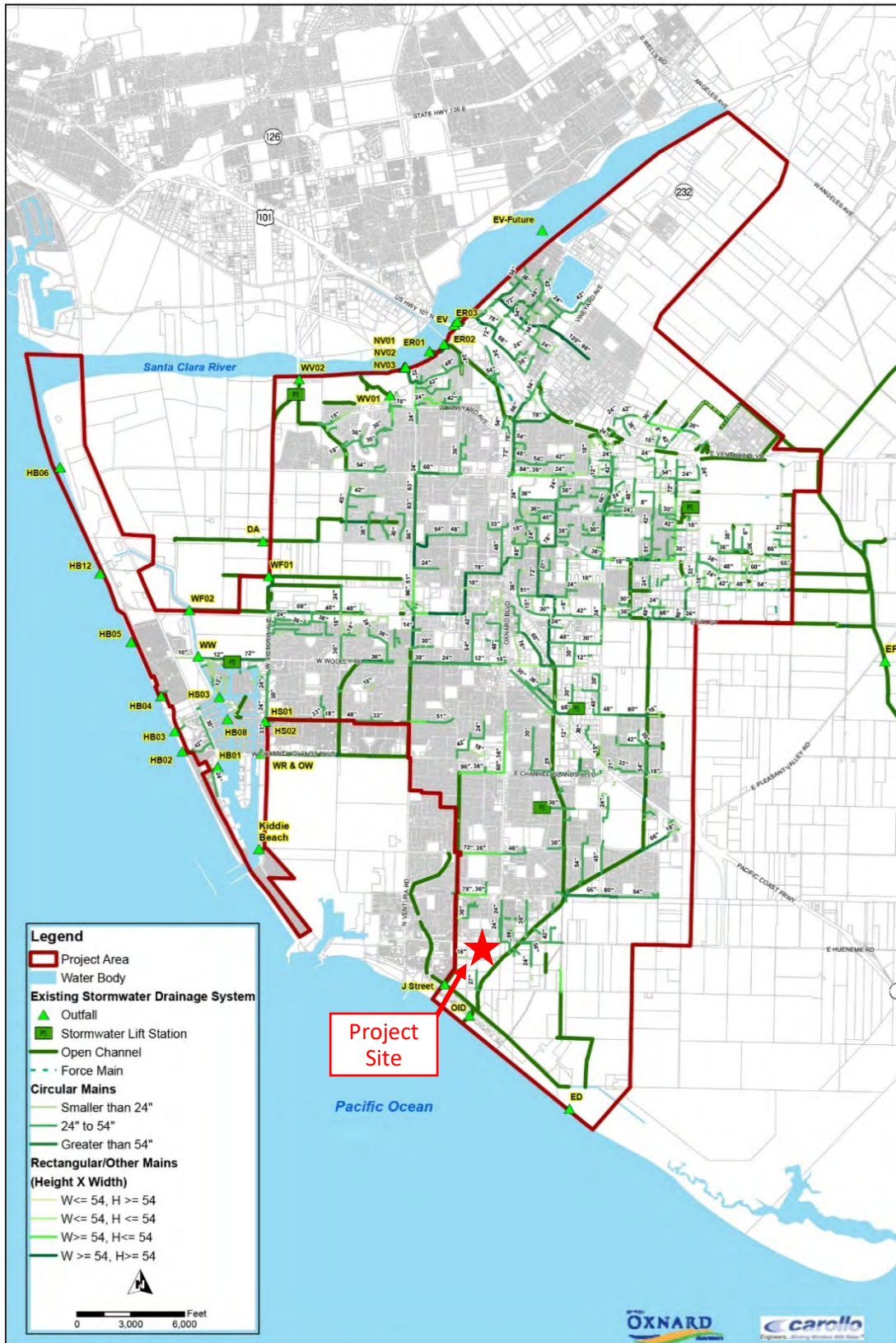
The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between five to ten feet. The entirety of the project site has been tilled in the past with portions of the site previously graded and used for agriculture. The project site is flat with a minimal slope ranging from 0.2% to 0.6% across the site.

During storm events, water infiltrates into the ground, ponds in place on the project site, or drains to the southeast into an existing off-site storm drain outlet. The off-site storm drain outlet is located south of the project site and runs under the VCRR right-of-way (ROW). The storm drain outlet consists of a wing wall and three 12-inch CMP pipes. The pipes are approximately 15 feet long and sloped at 6% to the south. The outlet is currently partially filled with debris and sediment.

Any runoff leaving the project site into this off-site outlet sheet flows onto gravel and vegetation on the vacant and undeveloped site south of the VCRR ROW. The Ormond Lagoon Waterway, which is designed for a 100-year storm event, is located south of the VCRR Row and more than 100 feet south of the project site.

44 The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.

EXHIBIT 5.10-1 CITY OF OXNARD STORMWATER DRAINAGE SYSTEM



ANALYSIS METHODOLOGY

Storm water flows for the project site’s existing condition were calculated using the City of Oxnard’s (City) Cook’s Method and Ventura County’s (County) method. The project site was analyzed as one area as there is currently only one storm drain outlet for the site.

The storm water conditions were modeled with the Tc Calculator and VCRat software from Ventura County. The hydrographs were created using Hydraflow Hydrograph software. The City’s Cook’s Method was used to calculate peak flows to size channels and drains while analyzing the culverts. The County’s method was used to calculate volume for detention analysis.

EXISTING ON-SITE FLOWS

Appendix B of Appendix I provides the analysis and calculations for the existing peak flows. The existing peak flows are summarized in Table 5.10-1, Existing Condition: Modified Cook’s Storm Water Flows.

**TABLE 5.10-1
EXISTING CONDITION: MODIFIED COOK’S STORM WATER FLOWS**

Area (acres)	Q10 (cfs)	Q50 (cfs)	Q100 (cfs)
33.7	23.0	39.0	46.0

Source: Jensen Design & Survey, Inc., Hydrology Report, Temporary Outdoor Vehicle Storage (March 2019, Revised August 2021)

5.10.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines (May 2017)* and *CEQA Guidelines Appendix G Initial Study Environmental Checklist (January 1, 2020 effective date)* have been utilized as thresholds of significance in this Section. Accordingly, hydrology and water quality impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold HYD-1:* Cause a violation of any adopted water quality standards or waste discharge requirements.
- *Threshold HYD-2:* Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).
- *Threshold HYD-3:* Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems.
- *Threshold HYD-4:* Place new structures 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.

- *Threshold HYD-5:* Impede or redirect flood flows such that it would increase on- or off-site flood potential.
- *Threshold HYD-6:* 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.
- *Threshold HYD-7:* Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow.
- *Threshold HYD-8:* Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.10.5 Project Impacts and Mitigation Measures

The proposed project could cause a violation of any adopted water quality standards or waste discharge requirements (Threshold HYD-1).

Impact Analysis:

PROPOSED DRAINAGE PATTERNS

As shown on *Exhibit 5.7-2, Grading Plan*, the proposed conditions would drain the project site towards the existing storm drain outlet at an average design slope of 0.5%. The temporary outdoor vehicle storage area would be covered with approximately 1 inch of gravel, allowing water to infiltrate into the ground at the same rate as the existing conditions. French drains are proposed in the southern portion of the site. The French drains would be sloped at 0.2% and lead to a concrete rectangular channel that flows toward the existing storm drain outlet. Historical drainage patterns would be maintained. The outlets would be cleaned of debris and maintained after storm events.

PROPOSED ON-SITE FLOWS

The proposed on-site flows are assumed to be similar to existing conditions as the proposed improvements maintain the project site’s hydraulic grade line. The only impervious area added with the proposed project is a rectangular channel to aid in conveying the water off-site and the guard house.

The total impervious area is 2,624 square feet, 0.18 percent of the total site. Two subareas were calculated using the City’s Cook’s Method to size the French drains (Subarea A) and channel (Subareas A and B) leading to the outlet. The calculated runoffs are summarized in *Table 5.10-2, Proposed Condition: Modified Cook’s Storm Water Flows*. The County’s Method was used to analyze detention. Appendix B of Appendix I provides the analysis and calculations for the proposed project’s peak flows. The proposed peak flows are summarized in *Table 5.10-2*.

**TABLE 5.10-2
PROPOSED CONDITION: MODIFIED COOK’S STORM WATER FLOWS**

Developed On-Site Drainage				
Drainage Area	Area (acres)	Q10 (cfs)	Q50 (cfs)	Q100 (cfs)
A	2.7	2.0	3.5	4.0
A + B	10.1	7.6	13.0	15.2
Total Site	33.7	23.0	39.0	46.0

Source: Jensen Design & Survey, Inc., Hydrology Report, Temporary Outdoor Vehicle Storage (March 2019, Revised August 2021)

The French drains were sized using Flow Master, resulting in two 12-inch perforated PVC pipes spaced with a 12-inch clearance and a slope of 0.25%. The channel cross-section was sized using Flow Master. The rectangular channel for Subarea B was sized with a slope of 0.2%, width of 3 feet, and a height of 1½ feet. The calculations for the peak flows, drain sizing, and channel sizing can be found in Appendix B of Appendix I.

Q100 PAD PROTECTION

While the project site is underlain by highly infiltrative soils, storm water could periodically pond on-site in an area close to the existing off-site drain outlet. The extent of ponding is marked on the grading plan exhibit in Appendix A of Appendix I, and shows that vehicles would not be stored in this area, and as such, the vehicles would be protected from flooding up to the 100-year storm event. The water would pond in the on-site ponding area/detention basin and infiltrate in the soil as quickly as the soil permits.

According to FEMA mapping dated 2010, the project site is in a 500-year flood zone. The FEMA map is located in Appendix E of Appendix I. The proposed project does not require any further action for the 500-year storm event. According to the Industrial Drain Channel Improvements Study dated 2006, a portion of the site is flooded in the 100-year storm event at a water level up to 0.5 feet. Thus, the proposed project includes the capacity for an additional volume of 34,124 cubic feet of on-site storage.

DETENTION REQUIREMENTS

During storm events, water infiltrates into the ground, ponds in place on the project site, or drains to the southeast into an existing off-site storm drain outlet. The off-site storm drain outlet is located south of the project site and runs under the VCRR right-of-way (ROW). The storm drain outlet consists of a wing wall and three 12-inch corrugated metal pipe (CMP) culverts. The culverts are approximately 15 feet long and sloped at 6% to the south. The outlet is currently partially filled with debris and sediment.

Any runoff leaving the project site into this off-site outlet sheet flows onto gravel and vegetation on the vacant and undeveloped site south of the VCRR ROW. The Ormond Lagoon Waterway, which is designed for a 100-year storm event, is located south of the VCRR Row and more than 100 feet south of the project site.

On-site detention is assumed based on the high peak flows and the limited size of the outlets. The detention needed was calculated with the Hydraflow Hydrograph software. The proposed project drains to the low spot near the existing off-site storm drain outlet. Since the runoff would pond near the existing off-site storm drain outlet, the on-site ponding area was analyzed as a detention basin. The volume and peak flow for the detention analysis was calculated with the County’s method. The on-site ponding area/detention basin was sized based on the 100-year storm event, which resulted in peak flows of 28

cubic feet per second (cfs) into the basin and 2.4 cfs discharged through the off-site culvert. The required detention volume for the proposed project was obtained through Hydraflow Hydrographs using hydrograph outputs from VCRat software. A time of concentration of 28 minutes was used based on the calculation done in the Ventura County (County) Tc Calculator.

The ponding area has the capacity to store 98,109 cubic feet of water. For the 100-year storm event, the water volume required for detention is 63,985 cubic feet, which would fully drain in 13 hours. The ponding area/detention basin was also analyzed for the 10- and 50-year storm event. These calculations can be found in Appendix C of Appendix I. The 34,124 cubic feet of additional storage accommodates the increased water from overflowing off-site. The water level in the detention basin for the 100-year storm event is 0.43 feet high and flows into the off-site drain outlet. The off-site drain outlet does not become pressurized and the water level after it exits the detention basin is 0.11 feet high. The off-site drain outlet was analyzed with the federal Highway Administration's HY-8 culvert software. The off-site drain outlet is inlet controlled and has a peak discharge of 2.4 cfs for the 100-year peak flow. The summary report can be found in Appendix C of Appendix I.

Design of the on-site storm drain system meets the City of Oxnard requirements for detention. The requirements for pad protection and storm water treatment do not apply for this site. The storm drain system is designed to handle a 100-year storm event. Storm water runoff would be detained when necessary prior to flow being routed off-site into the existing off-site storm outlet and ultimately to the Ormond Lagoon Waterway.

MS4 PERMIT COMPLIANCE

The proposed project would compact the ground to a maximum of 80% to 85% of relative compaction. The historical pictures of the site show that a portion of the site has been compacted over the past few years, which are included in Appendix D of Appendix I. Standard Conditions SC HYD-1 through SC HYD-4 ensure that the proposed project complies with MS4 Permit requirements.

IMPACT CONCLUSION

Compliance with standard conditions ensures that proposed project impacts relative to water quality standards and waste discharge requirements would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Standard Conditions

- SC HYD-1 The Applicant shall design project to minimize degradation of stormwater quality by complying with the applicable sections of the Los Angeles Regional Water Quality Control Board's municipal separate storm sewer system (MS4) permit (Order R4-2010-0108 including all revisions) for new development and redevelopment projects. The Applicant shall submit stormwater quality calculations and associated construction plans demonstrating compliance with the MS4 permit. Calculations shall generally be organized to follow the steps outlined in Chapter 2 of the 2011 Technical Guidance Manual for Stormwater Control Measures (2011 TGM).
- SC HYD-2 The Applicant's stormwater quality calculations shall include site specific analysis and recommendations from a geotechnical engineer, and if applicable, a landscape architect for design and implementation of stormwater treatment and infiltration devices. Geotechnical

Engineering analysis and recommendations shall include, but not necessarily be limited to, determination of site-specific soil infiltration rates, depth to permeable soil layers, methods to reach permeable soil layers, appropriate compaction rates, recommendations to enhance infiltration, and other requirements of the 2011 TGM. Landscape architectural recommendations shall include, but not necessarily be limited to, suggestions regarding appropriate vegetation and soil amendments for vegetated infiltration devices. Project plans shall implement approved design recommendations.

- SC HYD-3 Using forms provided by the Development Services Division, the Applicant shall submit a stormwater quality control measures maintenance and operations plan (the Plan) for this project. If the BMPs implemented with this project include proprietary products that require regular replacement and/or cleaning, the Applicant shall provide proof of a contract with an entity qualified to provide such periodic maintenance. The property owner is responsible for the long-term maintenance and operation of all BMPs included in the project design. Upon request by the City, property owner shall provide written proof of ongoing BMP maintenance operations. No grading or building permit shall be issued until the Development Services Manager approves the Plan and the Applicant provides an executed copy of the City's stormwater covenant with the Plan included as an exhibit for recordation by the City.
- SC HYD-4 The Applicant shall install 'Full Capture System Devices' (Devices) certified by the State Water Resources Control Board Executive Director 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 shall be sized and designed in accordance with requirements of the Amendments and the Technical Guidance Manual for Stormwater Quality Control Measures (TGM).

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could 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 (Threshold HYD-2).

Impact Analysis: The City of Oxnard's water supply consists of three sources: imported surface water from Calleguas Municipal Water District (CMWD), local groundwater from United Water Conservation District (UWCD), and local groundwater from Oxnard's wells. The project site is located at the southeast corner of Hueneme and Perkins Roads, and is currently located in the City of Oxnard service area boundary.

The proposed project would require water for on-site landscaping and would connect to existing potable and recycled water lines, as applicable, located on both Hueneme and Perkins Roads.

The proposed project includes the construction of a gravel base for the temporary outdoor vehicle storage facility. The gravel base would be permeable and allow for rainwater to seep into the local groundwater table; and as such, would not substantially interfere with groundwater recharge or lowering of the groundwater table level. Thus, implementation of the proposed project would result in less than significant impacts to groundwater supplies or recharge.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems (Threshold HYD-3).

Impact Analysis: The project site is generally flat and flows to the southeastern portion of the site to an existing off-site drain outlet. The proposed project includes minor grading for an on-site ponding/detention area and leveling of the temporary outdoor vehicle storage area (Refer to Exhibit 5.7-2, Grading Plan). The proposed project does not propose any alteration to a stream or river course. Nor would the proposed project contribute to off-site flooding or cause an exceedance of an existing or planned stormwater drainage system with the proposed on-site ponding area. Thus, the proposed project would result in less than significant impacts to stormwater drainage systems.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could place new structures 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 (Threshold HYD-4).

Impact Analysis: The project site is located within the 100-year flood plain. The proposed project includes the temporary outdoor storage of vehicles with a guard house that would be used by security personnel. The guard house would be elevated by 13 feet. In addition, the guard house would be located in the northwestern portion of the site, which has been designed to move to flows southeastern portion of the site to the proposed ponding area and then an existing off-site drain outlet. Also, the guard house would be removed upon expiration of the Special Use Permit. Thus, the proposed project would not place permanent housing or structures within the 100-year flood plain; impacts related to flood hazards would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could impede or redirect flood flows such that it would increase on- or off-site flood potential (Threshold HYD-5).

Impact Analysis: The project site is currently vacant and undeveloped, but is surrounded by commercial and residential uses to the north, industrial uses to the south and west, open space uses to the south, and vacant land to the east. Existing stormwater infrastructure supports these uses.

Implementation of the proposed project would not change the site’s drainage characteristics. However, infrastructure exists off-site and the proposed project storm water runoff would be detained in an on-site ponding area when necessary prior to being routed off-site into the existing off-site storm outlet and ultimately to the Ormond Lagoon Waterway. Additionally, construction of the proposed project would be restricted to the site boundary and would not lead to on-site or off-site siltation or erosion impeding or redirecting flood flow. Thus, the proposed project would result in less than significant impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could 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 (Threshold HYD-6).

Impact Analysis: Several dams are located at least 35 miles to the east and northeast of the City 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.

In the event of a pending flood or flooding due to the failure of a levee or dam, on-site personnel would receive notification from the appropriate agency and would be able to leave the project site to seek shelter. The notification would also allow for the relocation of on-site vehicles to other locations, if time and space permits. Thus, the proposed project would not expose people or structures to significant loss due to flooding; impacts related to flooding would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow (Threshold HYD-7).

Impact Analysis: Section 5.7, Geology and Soils, reviewed impacts related to seiches and tsunamis (Threshold GEO-4) and concluded that the proposed project would have no impact related to seiches and less than significant impacts related to tsunamis.

MUDFLOW

Mudflows tend to flow in channels, but can spread out over a floodplain, and generally occur in places where they have occurred before. Debris flows could originate off-site and pass through the project site. The project site has not been subject to mudflows in the recent past, and the construction of industrial uses on-site would not result in a change in the potential for mudflow impacts over existing conditions. Thus, less than significant impacts would occur in this regard.

Level of Significance Before Mitigation

No Impact for Seiches.

Less Than Significant Impact for Tsunamis and Mudflow.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact for Seiches.

Less Than Significant Impact for Tsunamis and Mudflow.

The proposed project could conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan (Threshold HYD-8).

Impact Analysis: The proposed project would not substantially increase impervious surfaces when compared to the existing vacant and undeveloped site conditions on the approximately 34-acre site. The increase in impervious surfaces would not adversely impact sustainable groundwater basin management.

The proposed project would require water for on-site landscaping and would connect to existing City potable and recycled water lines, as applicable, but is not anticipated to deplete groundwater supplies through the consumption of the water. The proposed project would not substantially decrease groundwater supplies within the City of Oxnard, as additional industrial growth was accounted for in the City's *2030 General Plan* and *2015 Urban Water Management Plan*.

In conclusion, the proposed project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed project may impede sustainable groundwater management of the basin. Therefore, implementation of the proposed project would result in less than significant impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.10.6 Cumulative Impacts and Mitigation Measures

The proposed project along with other related cumulative projects could result in cumulatively considerable impacts related to increased run-off amounts and degraded water quality.

Impact Analysis: The proposed project, in combination with the identified cumulative projects, has the potential to affect water quality during construction and long-term operation. The cumulative projects would contribute storm water flows to the local and regional drainage facilities. Although runoff from some of the cumulative projects may not interact with runoff from future development within the project site, interaction could occur downstream. Future development would be required to account for higher flows on a project-by-project basis.

Construction activities associated with cumulative projects would have a less than significant impact on surface water quality with adherence to State-required construction requirements. Each project would also be required to comply with existing water quality standards, and include construction-related BMPs, as necessary. Therefore, cumulative impacts associated with construction activities would be less than significant.

Development of the proposed project, along with related cumulative projects, would result in increased potential for long-term operational water quality impacts within the area. However, the proposed project would adhere to NPDES requirements and implement a SWPPP or similar plan with specific BMPs, during project construction and operational activities. Therefore, the proposed project's impacts would not be cumulatively considerable, and impacts are concluded to be less than significant.

Cumulative projects have the potential to affect hydrology and drainage of the area. The cumulative projects would contribute storm water flows to the local and regional storm water system and drainage facilities. However, each individual project would be required to submit individual analyses to the respective City for review and approval prior to issuance of grading or building permits. Each analysis must illustrate how peak flows generated from each related project site would be accommodated by the respective City's existing and/or proposed storm drainage facilities. Future projects would also be required to comply with existing water quality standards, implement site-specific improvements, and include BMPs, as necessary. Therefore, overall cumulative impacts would be less than significant.

Implementation of the proposed project, in conjunction with related cumulative projects, would result in increased potential for hydrology and drainage impacts. However, the proposed project's impacts do not make a cumulative contribution to cumulative impacts. Thus, impacts are concluded to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.10.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to hydrology or water quality. Therefore, no significant unavoidable hydrology or water quality impacts would occur as a result of the proposed project.

5.10.8 Sources Cited

City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Recirculated Draft EIR*, February 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *Oxnard City Code Chapter 22: Water, Article XII. Storm Water Quality Management*, Contains 2020 S-37 Supplement current through local legislation Ordinance No. 2983, passed June 30, 2020.

City of Oxnard, *Public Works Integrated Master Plan*, September 2017.

Jensen Design & Survey, Inc., *Hydrology Report*, March 20, 2019, Revised August 24, 2021.

5.11 LAND USE

5.11.1 Summary

The table below summarizes the significance threshold criteria utilized in the land use analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold LU-1: Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect.</i>			X	
<i>Threshold LU-2: Involve land uses that are not allowed under any applicable airport land use compatibility plan.</i>			X	
<i>Threshold LU-3: Physically divide an established community.</i>				X

Cumulative land use impacts were concluded to be Less Than Significant.

5.11.2 Regulatory Setting

FEDERAL

Military bases within the United States are considered federal property and are subject to federal law.

Federal Aviation Regulations

Federal Aviation Regulations (FAR) Part 77, Objections Affecting Navigable Space, is codified under Subchapter C, Aircraft, of Title 14 of the Code of Federal Regulations. FAR Part 77 includes the following subparts: Subpart A – General, Subpart B – Notice of Construction or Alteration, Subpart C – Obstruction Standards, Subpart D - Aeronautical Studies of Effect of Proposed Construction on Navigable Airspace, Subpart E - Rules of Practice for Hearings under Subpart D, and Subpart F - Establishment of Antenna Farm Areas.

STATE

Military Compatibility Planning Law

Assembly Bill 1108

California Assembly Bill (AB) 1108 (Chapter 638, Statutes of 2002) amends CEQA law to require CEQA lead agencies to notify military installations when a project includes property located within an established operational area; a general plan amendment; is of statewide, regional, or area-wide significance; or is

required to be referred to the local Airport Land Use Commission (ALUC). AB 1108 amends CEQA to provide military agencies with early notice of proposed projects within two miles of installations or underlying training routes and Special Use Airspace (SUA).

Assembly Bill 2776

The Aviation Noise Disclosure legislation (AB 2776, Chapter 496, Statutes of 2002) amends the real estate transfer disclosure statute (California Civil Code, Division 2 – Property, Part 4 – Acquisition of Property, Title 4, Chapter 2 –Transfer of Real Property) to require sellers or lessors to disclose the fact that a house for sale or lease is near an airport if the house falls within an airport influence area (that could be several miles from an existing or proposed airport). An airport influence area is defined as the area in which current or future airport-related noise, overflight, safety, or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The intent of the legislation is to notify buyers that they could experience airport noise, vibration, odor, annoyances, or other inconveniences at some time in the future as a result of the normal operation of an existing or proposed airport.

Senate Bill 1462

SB 1462 (Chapter 906, Statutes of 2004) expanded the requirements for local government to notify military installations of proposed development and planning activities. This Bill states that *“prior to action by a legislative body to adopt or substantially amend a general plan, the planning agency shall refer the proposed action to . . . the branches of the Armed Forces when the proposed project is located within 1,000 feet of a military installation, beneath a low-level flight path, or within Special Use Airspace (SUA).”* Furthermore, it authorizes any branch of the United States Armed Forces *“to request consultation”* to avoid potential conflict and to discuss *“alternatives, mitigation measures, and the effects of the proposed project on military installations.”*

Senate Bill 1468

SB 1468 (Chapter 971, Statutes of 2002) requires the Governor’s Office of Planning and Research (OPR) to include guidance on how military compatibility can be addressed in a general plan, and how a general plan can consider the impact of growth on military readiness activities carried out on military bases, installations, and operating and training areas. The bill includes the following methods to address military compatibility:

- In the land use element, consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land or other territory adjacent to those military facilities, or underlying designated military aviation routes and airspace.
- In the open-space element, open-space land is defined to include areas adjacent to military installations, military training routes, and restricted airspace.
- In the circulation element, include the general location and extent of existing and proposed military airports and ports.

SB 1468 is part of a State policy package to promote the development of a partnership between communities and the military that allows for collaboration on land use compatibility issues. OPR encourages local jurisdictions near military installations, and under military training routes or restricted airspace, to incorporate the above items into their general plans.

General Plan Law

California Government Code Section 65300 regulates the substantive and topical requirements of General Plans. State Law requires each city and county to adopt a General Plan “for the physical development of the County or City, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the General Plan the “constitution for future development.” The General Plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

Since the General Plan affects the welfare of current and future generations, State Law requires that the plan take a long-term perspective (typically 15 to 25 years). The General Plan projects conditions and needs into the future and establishes long-term policy for day-to-day decision-making.

SB 375

SB 375 (Steinberg) is a California state law that became effective January 1, 2009. This law requires California's Air Resources Board (CARB) to develop regional reduction targets for greenhouse gas emissions (GHG), and prompts the creation of regional plans to reduce emissions from vehicle use throughout the state. Ventura County will be creating a "Sustainable Community Strategies" (SCS) as one of the subregions within the Southern California Association of Governments Metropolitan Planning Organization (MPO). The MPOs are required to develop the SCS through integrated land use and transportation planning and demonstrate an ability to attain the proposed reduction targets by 2020 and 2035.

REGIONAL

Southern California Association of Governments

Founded in 1965, the Southern California Association of Governments (SCAG) is a Joint Powers Authority under California state law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. Under federal law, SCAG is designated as a Metropolitan Planning Organization (MPO) and under state law as a Regional Transportation Planning Agency and a Council of Governments.

The SCAG region encompasses six counties (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) and 191 cities in an area covering more than 38,000 square miles. The agency develops long-range regional transportation plans including sustainable communities strategy and growth forecast components, regional transportation improvement programs, regional housing needs allocations and a portion of the South Coast Air Quality Management Plans.

The project site is located within the six-county SCAG planning area. In addition, the project site is located within the Ventura Council of Governmental (VCOG) subregion, one of 11 SCAG subregional organizations. VCOG is a joint powers authority formed by the ten cities and the County of Ventura to pursue a shared goal of maximizing the quality of life and productivity of the area. VCOG members include the cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, Thousand Oaks, and the County of Ventura.

Regional Comprehensive Plan/Sustainable Communities Strategy

SCAG is the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. SCAG’s most current Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) is *Connect SoCal, The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of The Southern California Association of Governments (Connect SoCal)*. *Connect SoCal* charts a path toward a more mobile, sustainable and prosperous region by making connections between transportation networks, between planning strategies and between the people whose collaboration can improve the quality of life for Southern Californians.

SCAG’s Regional Council adopted *Connect SoCal* on September 3, 2020.

Intergovernmental Review

SCAG’s Intergovernmental Review (IGR) Program is responsible for reviewing applications for federal grants and financial assistance programs, federally required state plans, federal development activities, and federal environmental documents pursuant to Presidential Executive Order 12372. Additionally, SCAG’s IGR Program is responsible for reviewing regionally significant plans, projects, and programs per the California Environmental Quality Act (CEQA) and ensuring that these projects are consistent with SCAG’s adopted regional plans.

The proposed project does not qualify as a project of statewide, regional, or areawide significance as defined by CEQA Guidelines Section 15026, and thus does not require intergovernmental review by SCAG.

VENTURA COUNTY

Airport Comprehensive Land Use Plan

The Airport Comprehensive Land Use Plan for Ventura County (Ventura County ACLUP) is intended to protect and promote the safety and welfare of residents near the military and public use airports in Ventura County as well as airport users, while promoting the continued operation of those airports. Specifically, the *Ventura County ACLUP* seeks to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace.

Chapter 5 of the *Ventura County ACLUP* discusses Naval Base Ventura County (NBVC) Point Mugu⁴⁵ and its environs. Chapter 5 includes a discussion of the Airport Setting, Study Area, Existing Land Use, Land Use Planning Policies and Regulation, Airport Facilities, Aviation Activity, and Airport Noise Exposure. Chapter 6 of the *Ventura County ACLUP* details the Adopted Airport Comprehensive Land Use Policies relative to Noise Compatibility, Safety Compatibility, and Airspace Protection.

45 Naval Base Ventura County (NBVC) Point Mugu was previously identified as Naval Air Station (NAS) Point Mugu.

CITY OF OXNARD

The *City of Oxnard 2030 General Plan (2030 General Plan)* serves as the City’s “blueprint” for future development that is articulated in a long-range policy document that represents the community’s view of its future. The *2030 General Plan* includes goals and policies upon which the Planning Commission and City Council will base their land use decisions.

The General Plan is not the same as zoning. Although both designate how land may be developed, they do so in different ways. The General Plan and its diagrams have a long-term outlook, identifying the types of development that will be allowed, the spatial relationships among land uses, and the general pattern of future development.

Oxnard City Code Chapter 16: Zoning Code is the zoning ordinance for the City, and is the principal means through which the *Oxnard 2030 General Plan* is implemented. The Zoning Code is the local law that spells out the immediate, allowable uses for each piece of property within the community. Various kinds of land uses are grouped into general categories or “zones” such as, but not limited to single-family residential, multi-family residential, neighborhood commercial, light industrial, and agricultural. Each parcel of property in the City is assigned a zone listing the kinds of uses that will be allowed on that parcel and sets standards such as minimum lot size, maximum building height, and minimum front yard depth. The purpose of zoning is to implement the policies of the General Plan.

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Sustainable Community Chapter (Chapter 2), Community Development Chapter (Chapter 3), and Military Compatibility Chapter (Chapter 7) are listed below.

All goals and policies in the Sustainable Community Chapter and goals and policies in other chapters identified by the ✱icon were identified for possible incorporation into the future Oxnard Climate Action and Adaptation Plan.

Sustainable Community Chapter

The Sustainable Community Chapter addresses the environmental and energy issues of climate change mitigation and adaptation, sea level rise, and energy conservation and generation (“green” buildings). This chapter also states the City’s commitment to supporting implementation of Senate Bill 375 (Sustainable Communities Strategy Bill), the State’s primary legislation related to local planning that implements Assembly Bill 32 (California Global Warming Solutions Act).

Climate Change and Global Warming Awareness

Goal SC-1 Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs. ✱

Policy SC-1.1 *Inventory and Monitor GHG Emissions.* Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines. ✱

Sea Level Rise Awareness and Planning

Goal SC-2 Sea level rise is routinely considered relative to coastal areas and other City decisions, as relevant. ✱

Policy SC-2.3 *Sea Level Rise Consideration in Decision-Making.* Ensure that all planning, public works, and related decisions take rising sea level into consideration and take steps to reduce risk of damage or loss of life and property.*

Energy Generation and Increased Efficiency (Energy Action Plan)

Goal SC-3 Energy efficiency performance standards and generation from renewable sources.*

Policy SC-3.8 *Require Use of Passive Energy Conservation Design.* As part of the City and Community EAP’s, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.*

Community Development Chapter

The 2030 General Plan has four major community development themes: 1) development within the City Urban Restriction Boundary (CURB) anticipated by the 2020 General Plan, 2) development or reinvestment within CURB with an “urban village” concept, 3) transition of the area south of the Oxnard Transit Center from industrial to mixed use (Downtown East Transit Oriented District), if feasibility studies support the concept, and 4) participation in the restoration of the Ormond Beach wetlands.

Balanced Community

Goal CD-1 A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.

Policy CD-1.2 *Infill Development, Priority to Mixed Use.* Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives.*

Policy CD-1.10 *Jobs-Housing Balance.* Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio.*

Neighborhood Stabilization and Revitalization

Goal CD-3 A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride.

Policy CD-3.1 *Neighborhood Preservation.* Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.

Appropriate Industrial Development

Goal CD-5 Development of industrial uses in appropriate areas, assistance in the location of new industry, retention and expansion of existing industry, and maintenance of the City’s economic vitality.

Policy CD-5.1 *Industrial Clustering.* Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.

- Policy CD-5.2 *Compatible Land Use.* Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions.
- Policy CD 5.3 *Available Services.* Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.
- Policy CD-5.4 *Environmentally Friendly and “Green” Industry.* Seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, use of hazardous materials, or other offensive activity and/or is a component of the emerging Green industry.*
- Policy CD-5.5 *“Green” Major Transportation Routes.* Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.

- Growth Management
 - Goal CD-8 Sensible urban development and redevelopment based on the City’s ability to provide necessary governmental services and municipal utilities.
 - Policy CD-8.1 *Limiting Development.* Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems.*
 - Policy CD-8.2 *Services.* Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.
 - Policy CD-8.5 *Impact Mitigation.* Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible.*
 - Policy CD-8.9 *Jobs/Housing Balance & Sustainable Communities Strategy (SB 375).* Incorporate inter- and intra-city jobs/housing balance in the development of the regional and subregional Sustainable Communities Strategy (SB 375), Urban Village specific plans, with the main intent to reduce single occupancy work-related vehicular trips.*

- Urban Design
 - Goal CD-9 A high quality visual image and perception of the City.
 - Policy CD-9.4 *View Corridor Preservation.* Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.

- City Image
 - Goal CD-12 Enhance the City’s image using public investment and infrastructure.
 - Policy CD-12.2 *Public Works Support Urban Design Objectives.* Ensure that all public works projects (medians, paving, landscaping, streetscape, gateways, buildings, etc.) support Citywide and district design objectives.

- Economic Development
 - Goal CD-15 A strong economic and fiscal base critical to sustaining long-term prosperity for Oxnard residents and businesses.

- Policy CD-15.1 *Quality of Life.* Strive to maintain and enhance the City’s quality of life through better business opportunities; increased leisure, cultural, and recreational opportunities; upgraded public facilities and amenities; and a range of residential opportunities.
- Policy CD-15.9 *Regional Cooperation.* Work cooperatively with local and regional economic development organizations to expand and improve regional business opportunities.
- Coordinated Development**
- Goal CD-16 Coordinated land use and infrastructure decisions with economic development.
- Policy CD-16.3 *Balanced Economic Base.* Encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.
- Employment Opportunities**
- Goal CD-17 Expanded employment and self-employment opportunities in the community, providing a full range of quality career choices for all age groups.
- Policy CD-17.1 *Retain Local Talent.* Provide opportunities for a variety of local jobs and actively support efforts to retain residents who have completed higher education.
- Policy CD-17.6 *Business Expansion.* Focus business attraction, retention, and expansion efforts on companies and institutions that bring quality jobs that provide benefits and livable wages for Oxnard residents.
- Robust Port and Harbor Activity**
- Goal CD-20 An economically robust port and harbor-related economic sector.
- Policy CD-20.1 *Port Trade Enhancement.* Work with the Oxnard Harbor District (Port of Hueneme) to enhance port related economic activity and ensure reasonable fiscal support from the project sponsor to the City, equivalent to average light industrial uses, through the establishment of an Industrial Equivalent Policy; and ensure that harbor-related activities are compatible with adjacent land uses and activities, especially the restoration of the Ormond Beach wetlands. Goal ICS-4, “Goods Movement” and its policies are related to this policy. The Industrial Equivalent Zone is intended to achieve City revenue and jobs equivalent to a comparable light industrial development when a light industrial use is proposed on property located within the Oxnard City Limits that does not meet the City revenue and jobs equivalent to a comparable light industrial development. The City of Oxnard will seek reasonable fiscal support from the project that is equivalent to average light industrial uses that have been established in the City of Oxnard.

Military Compatibility Chapter

General Mission Support

- Goal MC-1 Continued missions and operations of NBVC⁴⁶ that are compatible with Oxnard residents, visitors, and business activities.
- Policy MC-1.2 *Economic Impact Awareness.* Continue to recognize and support the role of NBVC as significant contributors to the economic base of the community by

46 NBVC: Naval Base Ventura County

recognizing and quantifying their respective direct and indirect economic impacts in City reports and studies.

Communications and Coordination

Goal MC-2 Participation of NBVC personnel and their dependents and Oxnard government and residents in planning and development decision-making processes that may impact NBVC and/or, conversely, the City and its residents.

Policy MC-2.3 *Development Permitting Process.* Implement Government Code Section 65940 by requiring development applicants to identify whether a proposed project meets one or more of the following criteria:

- Located within 1,000 feet of NBVC.
- Beneath a low-level flight path.
- Within special use airspace (SUA) as defined by Section 21098 of the Public Resources Code.

If the proposed project meets one of the above, the City shall distribute the complete application as provided in Government Code Section 65944(d)(I).

Policy MC-2.5 *CEQA Notification.* Continue to provide CEQA notifications to NBVC for review and comment on City discretionary land use actions to include, but not limited to, General/Specific Plan/Coastal Plan amendments, zone changes, tract or parcel maps, and special use or coastal development permits.

Mitigating Military Compatibility Issues

Goal MC-3 Mitigated and/or avoided encroachment associated with land uses and development.

Policy MC-3.1 *New Development to Protect Operations.* When commenting on County of Ventura or City of Port Hueneme development applications and/or CEQA documents, consider whether new development mitigates military use conflicts.

Policy MC-3.2 *Vertical Obstructions.* Ensure all new development within the City is developed in accordance with Federal Aviation Regulations (FAR) Part 77 that is generally concerned with any construction or alteration more than 200 feet above ground level.

Policy MC-3.4 *Reference the Navy’s Military Influence Area Map.* Refer to the Navy’s Military Influence Map (Figure 7-1), and as it may be updated, to identify possible City actions in or near NBVC installations, operations areas, and/or on or along designated mobilization routes and consult with NBVC for their input as outlined in other policies within this chapter, as appropriate.

CITY CODE

Chapter 16: Zoning Code

City Code Chapter 16: Zoning Code is the zoning ordinance for the City, and is the principal means through which the City’s General Plan is implemented. For each defined zoning district, the Zoning Code identifies the permitted uses and applicable development standards (e.g., density, height, parking, landscaping requirements). State law requires that zoning districts be consistent with the General Plan.

Chapter 16, Article VII, Permit Procedures, Division 3, Special Use Permit

Before a special use permit may be granted, the applicant must show and the commission must find that the proposed use is in conformance with the general plan and other adopted standards and that the conditions specified in *City Code* Section 15-531 are met.

5.11.3 Environmental Setting

GENERAL PLAN DESIGNATION

The General Plan land use designations for the project site are Industrial Limited (I LT) and Park (PRK).

The General Plan land use designations for surrounding uses are identified below:

North: Commercial General (CG), Residential Medium High (RMH), Residential Low (RL), Residential Medium (RM), School (SCH), and Park (PRK).

South: Industry Priority to Coastal Dependent (ICD) and Resource Protection (RP).

East: Industrial Light (I LT) and Resource Protection (RP).

West/Northwest: Industry Priority to Coastal Dependent (ICD) and Commercial General (CG).

Refer to *Exhibit 5.11-1, 2030 General Plan Land Use Map*.

ZONING DESIGNATION

The Zoning designation for the project site is M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone).

The Zoning designations for surrounding uses are identified below:

North: Single Family Residential Planned Development (R-1-PD), Multiple Family Residential Planned Development (R-2-PD), Garden Apartment Planned Development (R-3-PD), High-Rise Residential (R-4), Community Reserve (CR), General Commercial All Affordable Housing Opportunity Program (C-2 AH), and General Commercial Planned Development All Affordable Housing Opportunity Program (C-1-PD-AH).

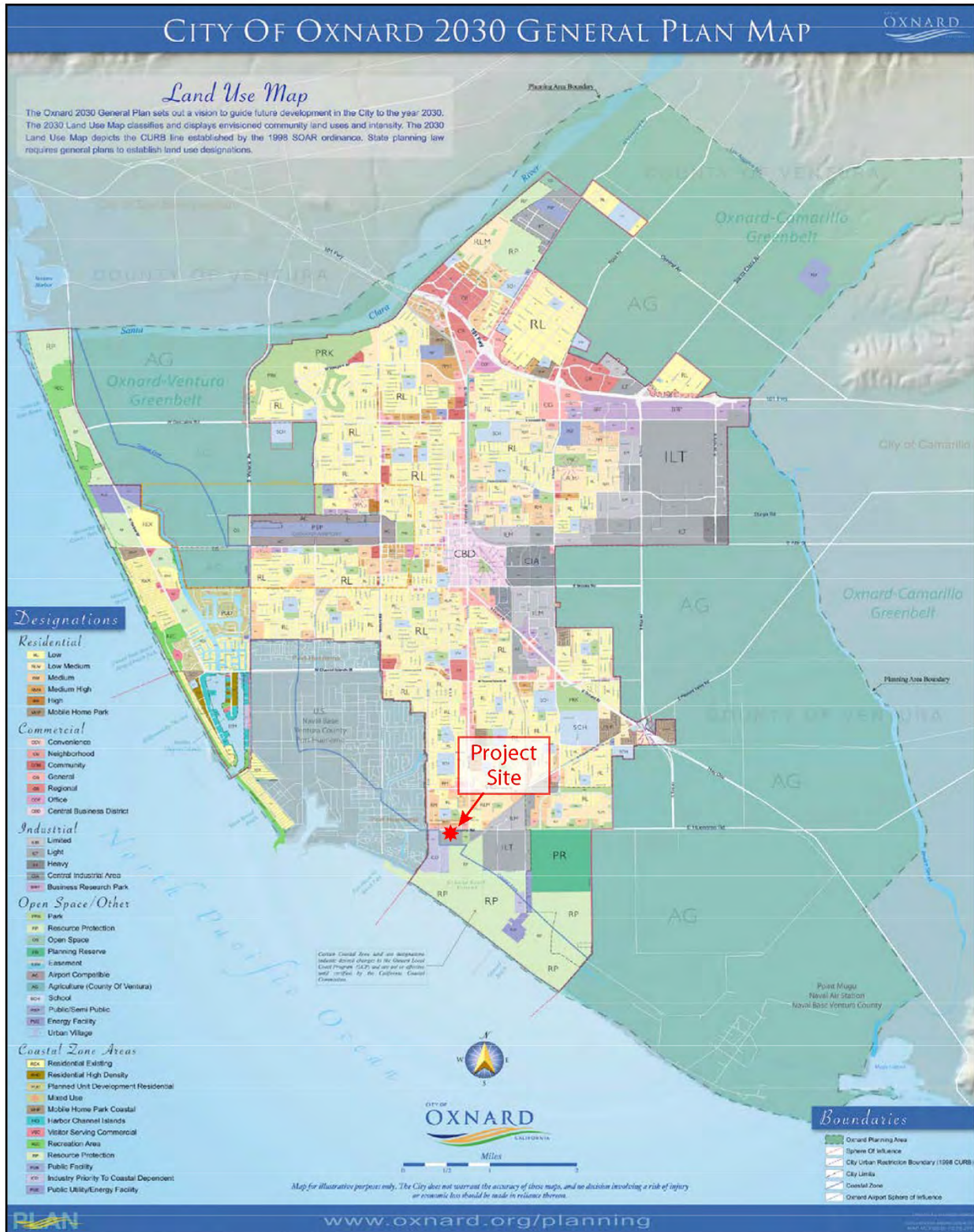
South: Coastal Development Industry (CDI), Coastal Resource Protection (RP), and Coastal Recreation (RC).

East: Light Manufacturing Planned Development (M-1) and Coastal Resource Protection (RP).

West/Northwest: Coast Development Industry (CDI), General Commercial (C-2), and High-Rise Residential (R-4).

Refer to *Exhibit 5.11-2, Oxnard Zoning Map*.

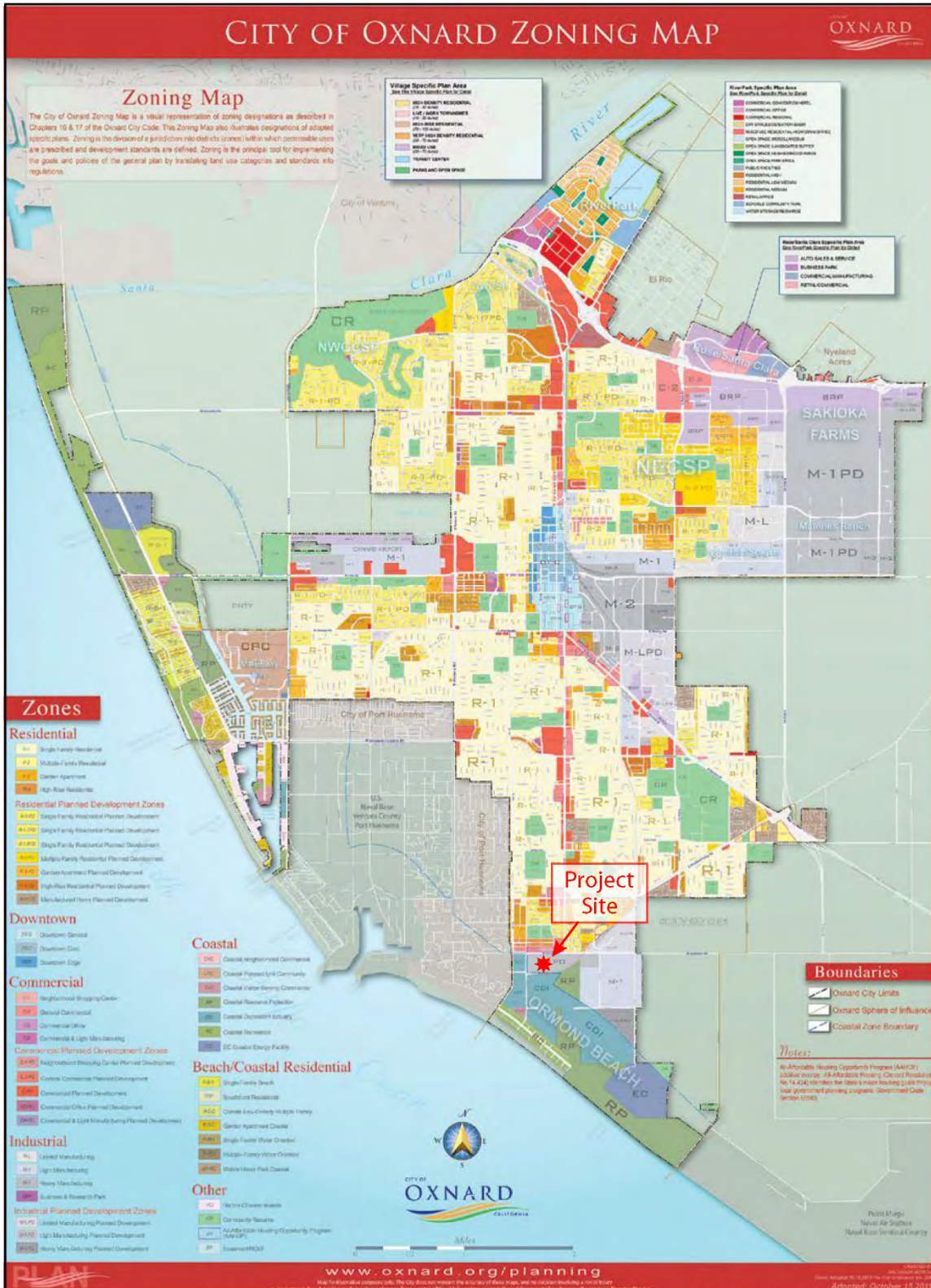
EXHIBIT 5.11-1 2030 GENERAL PLAN LAND USE MAP



Source: City of Oxnard 2020 General Plan (October 2011)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.11-2 OXNARD ZONING MAP



Source: City of Oxnard (October 2019)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

MILITARY INSTALLATIONS

Naval Base Ventura County (NBVC) is a diverse installation comprising three main facilities: Point Mugu, Port Hueneme, and San Nicolas Island. These facilities serve as an all-in-one mobilization site, deep water port, railhead, and airfield.

NBVC Port Hueneme borders the Cities of Port Hueneme and Oxnard to the north and east, and the City of Oxnard to the west. NBVC Point Mugu is located east of the City of Oxnard.

NBVC is a key facility in the Nation’s defense infrastructure providing for the development and testing of new systems, joint warfare experimentation, engineering support, shipping and homeporting, and training and readiness missions. Both NBVC Port Hueneme and NBVC Point Mugu facilities are located south of Oxnard and have operational needs and issues that impact Oxnard residents and future development. Development decisions may result in land use conflicts that may have negative impacts on community safety, economic development, and sustainment of military readiness activities. Nationwide, incompatible development has been a factor in curtailing training operations, moving (realigning) mission-critical components to other installations, and, in extreme cases, closing installations.

NBVC supports approximately 80 tenant commands with a base population of more than 19,000 personnel. Tenant commands encompass an extremely diverse set of specialties that support both Fleet and Fighter, including three warfare centers: Naval Air Warfare Center Weapons Division, Naval Surface Warfare Center Port Hueneme Division and Naval Facilities Engineering and Expeditionary Warfare Center. NBVC is also home to deployable units, including the Pacific Seabees and the West Coast E-2C Hawkeyes.

NBVC Port Hueneme

NBVC Port Hueneme is located south and west of the City of Oxnard on the Pacific Coast. Access to the military facility is provided from the United States Route 101 (US 101). NBVC Port Hueneme supports the training and mobilization requirements for more than 2,600 active-duty personnel and the 1,600-acre Port Hueneme.

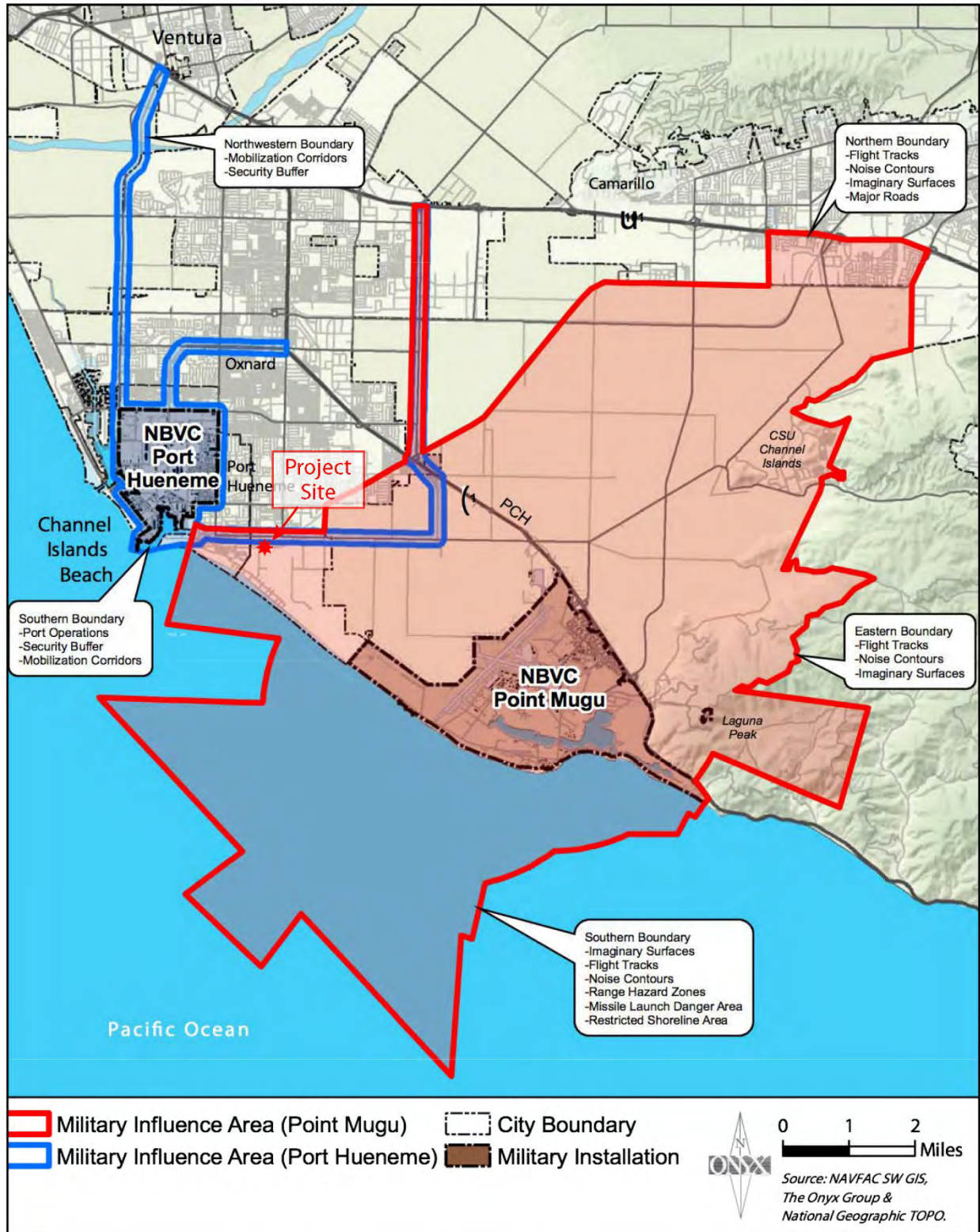
NBVC Point Mugu

NBVC Point Mugu is located approximately 6.5 miles southeast of the City of Oxnard on the Pacific Coast. Access to the military facility is provided from State Route 1, which defines the eastern boundary of the base. The study area for NBVC Point Mugu⁴⁷ is approximately 88 square miles, and includes portions of southeastern Oxnard, the southern portion of the City of Camarillo, and a small portion of the City of Thousand Oaks. City of Oxnard land uses that are encompassed by NBVC Point Mugu’s study area include Industrial, Commercial, Public Utility, Open Space, and Residential uses.

The project site is located within the Military Influence Area for NBVC Port Hueneme and NBVC Point Mugu, as shown in *Exhibit 5.11-3, Military Influence Areas*. The Military Influence areas are intended to address City actions in or near NBVC installations, operations areas, and or along designated mobilization routes.

47 Source: Ventura County Airport Land Use Commission, *Airport Comprehensive Land Use Plan for Ventura County Final Report*, adopted July 7, 2000.

EXHIBIT 5.11-3 MILITARY INFLUENCE AREAS



Source: City of Oxnard, 2030 General Plan (October 2011)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

5.11.4 Significance Threshold Criteria

The issues presented in the City of Oxnard CEQA Guidelines (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, land use impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold LU-1:* Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect.
- *Threshold LU-2:* Involve land uses that are not allowed under any applicable airport land use compatibility plan.
- *Threshold LU-3:* Physically divide an established community.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.11.5 Project Impacts and Mitigation Measures

PROJECT OVERVIEW

The Applicant, Oxnard Harbor District, is proposing to construct and operate a temporary outdoor vehicle storage facility for a maximum of five years on the approximately 34-acre project site. The facility would include the following:

- Vehicle parking area with gravel base
- Temporary guard house
- Portable restroom
- Perimeter site lighting
- Security fencing (6-feet-high)
- Landscaping
- Site drainage
- Associated infrastructure improvements (e.g., curb cuts, apron)

The Applicant is requesting a Special Use Permit for the temporary outdoor vehicle storage facility.

The proposed project could conflict with the City of Oxnard General Plan (Threshold LU-1).

The General Plan land use designations for the project site are Industrial Limited (I LT) and Park (PRK). Given the temporary use of the site for outdoor vehicle storage for a maximum of five years and that the proposed project does not include permanent structures, the proposed project does not preclude future development for park land or other industrial land uses. Thus, the proposed project is consistent with the General Plan Industrial Limited designation.

GENERAL PLAN POLICIES

Table 5.11-1, 2030 General Plan Policy Consistency Analysis, provides an analysis of the proposed project’s consistency with relevant 2030 General Plan policies. As demonstrated in *Table 5.11-1*, the proposed project is determined to be consistent with the relevant 2030 General Plan policies.

**TABLE 5.11-1
2030 GENERAL PLAN POLICY CONSISTENCY ANALYSIS**

Policy #	Policy	Determination of Consistency
Sustainable Community Chapter		
SC-1.1	<i>Inventory and Monitor GHG Emissions.</i> Inventory and monitor GHG emissions in City operations and in the community consistent with Ventura County Air Pollution Control District and/or State guidelines. *	<u>Consistent.</u> GHG emissions associated with the proposed project have been quantified. Refer to <u>Section 5.8, Greenhouse Gas Emissions.</u>
SC-2.3	<i>Sea Level Rise Consideration in Decision-Making.</i> Ensure that all planning, public works, and related decisions take rising sea level into consideration and take steps to reduce risk of damage or loss of life and property. *	<u>Consistent.</u> 2030 General Plan Figure 2-1, California Flood Risk: Sea Level Rise (Oxnard area), depicts the extent of a coastal storm flood event after sea level has increased by 5.2 inches by the year 2030. Per Figure 2-1, the project site is not presently mapped in an area that could be subject to sea level rise by the year 2030.
SC-3.8	<i>Require Use of Passive Energy Conservation Design.</i> As part of the City and Community EAPs, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible. *	<u>Consistent.</u> The proposed project would install solar lighting.
Community Development Chapter		
CD-1.2	<i>Infill Development, Priority to Mixed Use.</i> Promote the efficient use of larger vacant parcels and vacant areas of the City by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objectives. *	<u>Consistent.</u> The proposed project includes a temporary outdoor vehicle storage facility on approximately 34 acres of vacant and undeveloped land that is surrounded by urban development (industrial, commercial, and residential) to the north, immediate south, and immediate west. The proposed project is considered infill development. In addition, the proposed project results in fewer vehicle trips/vehicle miles travelled and less greenhouse gas emissions than current operations. The proposed project is a sustainable development with the reductions noted in the previous sentence, along with project features such as native landscaping and solar lighting.
CD-1.10	<i>Jobs-Housing Balance.</i> Consider the effects of land use proposals and decisions on efforts to maintain an appropriate jobs-housing balance ratio. *	<u>Consistent.</u> The project site is zoned M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone). The proposed project would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver for up to five years. The addition of jobs on a site designated for industrial uses is consistent with the policy.
CD-3.1	<i>Neighborhood Preservation.</i> Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.	<u>Consistent.</u> The proposed project includes a 30-foot landscaped buffer and fencing along Hueneme Road and Perkins Road. The closest residential uses are located east of Saviers Road and north of Hueneme Road. For these residences, there is a minimum 30-foot setback from Hueneme Road with a sidewalk and landscaping to the back wall for the residences. Other residential uses are located north of the commercial center on the northwest corner of Hueneme Road and Courtland Street. These residences are located more than 340 feet north of the project site. The project site's location on the south side of Hueneme Road provides additional buffering between the proposed project

Policy #	Policy	Determination of Consistency
		<p>and residential uses north of Hueneme Road to ensure land use compatibility issues are less than significant.</p> <p>The proposed project does not introduce industrial uses north of Hueneme Road, thus, the existing residential neighborhoods north of Hueneme Road would not be subject to encroachment of industrial uses.</p> <p>In addition, this Environmental Impact Report reviews all environmental topical areas and the analysis concludes that the proposed project minimizes or mitigates all environmental impact to less than significant levels.</p>
CD-5.1	<p><i>Industrial Clustering.</i> Encourage the clustering of industrial uses into areas that have common needs and are compatible in order to maximize their efficiency.</p>	<p><u>Consistent.</u> The proposed project would be located in an area of the City zoned for industrial uses. The City of Oxnard Advanced Water Purification Facility (AWPF) is located immediately adjacent to the southwestern portion of the project site, and permitted coastal dependent industrial uses are located to the west of the project site.</p>
CD-5.2	<p><i>Compatible Land Use.</i> Ensure adequate separation between sensitive land uses (residential, educational, open space, healthcare) to minimize land use incompatibility associated with noise, odors, and air pollutant emissions.</p>	<p><u>Consistent.</u> The proposed project includes a 30-foot landscaped buffer and fencing along Hueneme Road and Perkins Road. The closest residential uses are located east of Saviers Road and north of Hueneme Road. For these residences, there is a minimum 30-foot setback from Hueneme Road with a sidewalk and landscaping to the back wall for the residences. Other residential uses are located north of the commercial center on the northwest corner of Hueneme Road and Courtland Street. These residences are located more than 340 feet north of the project site. The project site's location on the south side of Hueneme Road provides additional buffering between the proposed project and residential uses north of Hueneme Road to ensure land use compatibility issues are less than significant.</p> <p>In addition, noise, air quality, and odor impacts associated with the proposed project have been reviewed and analyzed in this Environmental Impact Report. Refer to <u>Section 5.3, Air Quality</u>, and <u>Section 5.13, Noise</u>.</p>
CD-5.3	<p><i>Available Services.</i> Encourage industrial activities to locate where municipal services are available including adequate storm drainage and water facilities, as well as easy access to multiple modes of transportation.</p>	<p><u>Consistent.</u> The proposed project is located in an area of the City with access to municipal services, connections to water and storm drain facilities, and access to a variety of transportation options, including vehicle, bus, bicycle, and walking.</p>
CD-5.4	<p><i>Environmentally Friendly and "Green" Industry.</i> Seek to attract industrial development that avoids or minimizes substantial pollution, noise, glare, odor, use of hazardous materials, or other offensive activity and/or is a component of the emerging Green industry. *</p>	<p><u>Consistent.</u> While the proposed project would operate for up to five years as a temporary outdoor vehicle storage facility, it would reduce pollution and noise from the current conditions of the operator which transports vehicles to and from the Port at a greater distance than the proposed project location.</p>
CD-5.5	<p><i>"Green" Major Transportation Routes.</i> Guide industrial development to locate near transportation facilities capable of handling goods movements in an efficient manner without decreasing the level of service on the transportation network or dividing existing neighborhoods.</p>	<p><u>Consistent.</u> Hueneme Road is a commercial truck route in both the City of Port Hueneme and the City of Oxnard. (Refer to <u>Exhibit 3-5, Goods Movement Corridors</u>). The proposed project is located on the southern side of Hueneme Road, and would facilitate goods movement to/from the Port of Hueneme along a roadway designed for such purpose without decreasing the level of service (refer to <u>Section 5.19, Transportation</u>).</p>

Policy #	Policy	Determination of Consistency
CD-8.1	<i>Limiting Development.</i> Continue to limit development to those areas that can be served by existing or planned utilities, transportation, and service systems. *	<u>Consistent.</u> The proposed project is located in area of the City serviced by existing utilities, transportation and service systems.
CD-8.2	<i>Services.</i> Continue to ensure that public services and facilities are in place at the time of need or prior to the time new development occurs in order to avoid overloading existing urban service systems.	<u>Consistent.</u> Necessary public services and facilities for the proposed project have been reviewed by the City of Oxnard as part of the project application process and in this Environmental Impact Report. The review has concluded that the proposed project would provide all required on-site facilities that would connect to off-site service systems and that the proposed project would result in less than significant impacts to these systems.
CD-8.5	<i>Impact Mitigation.</i> Ensure that new development avoids or mitigates impacts on air quality, traffic congestion, noise, and environmental resources to the maximum extent feasible. *	<u>Consistent.</u> This Environmental Impact Report includes a review and discussion of all environmental topical areas, and the impact analysis concludes that the proposed project minimizes or mitigates all environmental impact to less than significant levels.
CD-8.9	<i>Jobs/Housing Balance & Sustainable Communities Strategy (SB 375).</i> Incorporate inter- and intra-city jobs/housing balance in the development of the regional and subregional Sustainable Communities Strategy (SB 375), Urban Village specific plans, with the main intent to reduce single occupancy work-related vehicular trips. *	<u>Consistent.</u> The proposed project includes a temporary outdoor vehicle storage facility on approximately 34 acres of vacant and undeveloped land that is surrounded by urban development (industrial, commercial, and residential) to the north, immediate south, and immediate west. The proposed project is considered infill development and would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver for up to five years. <u>Section 5.19, Transportation,</u> shows the proposed project would result in fewer vehicle trips/vehicles miles travelled than current operations.
CD-9.4	<i>View Corridor Preservation.</i> Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.	<u>Consistent.</u> The proposed project includes a 30-foot landscaped buffer along both Hueneme Road and Perkins Road and complies with City design requirements.
CD-12.2	<i>Public Works Support Urban Design Objectives.</i> Ensure that all public works projects (medians, paving, landscaping, streetscape, gateways, buildings, etc.) support Citywide and district design objectives.	<u>Consistent.</u> The proposed project includes a 30-foot landscaped buffer along both Hueneme Road and Perkins Road.
CD-15.1	<i>Quality of Life.</i> Strive to maintain and enhance the City's quality of life through better business opportunities; increased leisure, cultural, and recreational opportunities; upgraded public facilities and amenities; and a range of residential opportunities.	<u>Consistent.</u> The proposed project includes a temporary outdoor vehicle storage facility that would provide new employment opportunities in the City for up to 14 employees, which is intended to enhance the business operations of the Port's customer and the customer's employees.
CD-15.9	<i>Regional Cooperation.</i> Work cooperatively with local and regional economic development organizations to expand and improve regional business opportunities.	<u>Consistent.</u> The proposed project supports the local and regional economy by providing a temporary outdoor vehicle storage facility to support a large business operator at the Port of Hueneme.

Policy #	Policy	Determination of Consistency
CD-16.3	<i>Balanced Economic Base.</i> Encourage the development of a balanced mix of residential, retail, commercial, and industrial sectors of the economy.	<u>Consistent.</u> The proposed project supports the City's industrial sector and economic base with the addition of the temporary outdoor vehicle storage facility and employment opportunities.
CD-17.1	<i>Retain Local Talent.</i> Provide opportunities for a variety of local jobs and actively support efforts to retain residents who have completed higher education.	<u>Consistent.</u> The proposed project includes a temporary outdoor vehicle storage facility that would provide new employment opportunities in the City for up to 14 employees.
CD-17.6	<i>Business Expansion.</i> Focus business attraction, retention, and expansion efforts on companies and institutions that bring quality jobs that provide benefits and livable wages for Oxnard residents.	<u>Consistent.</u> The proposed project supports the local and regional economy by providing a temporary outdoor vehicle storage facility to support a large business operator at the Port of Hueneme. The proposed project would provide new employment opportunities in the City for up to 14 employees.
CD-20.1	Port Trade Enhancement. Work with the Oxnard Harbor District (Port of Hueneme) to enhance port related economic activity and ensure reasonable fiscal support from the project sponsor to the City, equivalent to average light industrial uses, through the establishment of an Industrial Equivalent Policy; and ensure that harbor-related activities are compatible with adjacent land uses and activities, especially the restoration of the Ormond Beach wetlands. Goal ICS-4, "Goods Movement" and its policies are related to this policy. The Industrial Equivalent Zone is intended to achieve City revenue and jobs equivalent to a comparable light industrial development when a light industrial use is proposed on property located within the Oxnard City Limits that does not meet the City revenue and jobs equivalent to a comparable light industrial development. The City of Oxnard will seek reasonable fiscal support from the project that is equivalent to average light industrial uses that have been established in the City of Oxnard.	<u>Consistent.</u> The proposed project supports Port Trade Enhancement by providing a temporary outdoor vehicle storage facility to support a large business operator at the Port of Hueneme.
Military Compatible Chapter		
MC-3.1	<i>New Development to Protect Operations.</i> When commenting on County of Ventura or City of Port Hueneme development applications and/or CEQA documents, consider whether new development mitigates military use conflicts.	<u>Consistent.</u> The proposed project would not result in military use conflicts.
MC-3.2	<i>Vertical Obstructions.</i> Ensure all new development within the City is developed in accordance with Federal Aviation Regulations (FAR) Part 77 that is generally concerned with any construction or alteration more than 200 feet above ground level.	<u>Consistent.</u> The proposed project would install one temporary structure (guard house) and temporary light fixtures, along with permanent site perimeter fencing and landscaping. Thus, there would not be temporary structures or permanent fixtures (i.e., lighting, fencing) that are more than 200 feet above ground level, and as such the proposed project is not subject to FAR Part 77.
MC-3.4	<i>Reference the Navy's Military Influence Area Map.</i> Refer to the Navy's Military Influence Map (Figure 7-1), and as it may be updated, to identify possible City actions in or near NBVC installations, operations areas, and/or on or along designated mobilization routes and consult	<u>Consistent.</u> This land use section reviews the proposed project's location relative to the Navy's Military Influence Map. The project site is located within the Military Influence Area for Naval Base Port Hueneme and Naval Base Point Mugu, as shown in <i>Exhibit 5.11-3, Military Influence Areas</i> . The Military Influence areas are intended to address City actions in or near

Policy #	Policy	Determination of Consistency
	with NBVC for their input as outlined in other policies within this chapter, as appropriate.	Naval Base Ventura County (NBVC) installations, operations areas, and or along designated mobilization routes. Naval Base Ventura County has received notification of the proposed project from the City, which includes the Notice of Preparation (NOP) of an Environmental Impact Report for the proposed project, and provided comments that are analyzed in this section, Section 5.11, Land Use .
Source: City of Oxnard, <i>City of Oxnard 2030 General Plan Goals and Policies</i> , Adopted October 2011, Amended (includes amendments through December 2016).		
Notes: All policies identified by the * icon were identified for possible incorporation into the Oxnard Climate Action and Adaptation Plan.		

Overall, as concluded in the discussions presented above, the proposed project would not conflict with the *2030 General Plan*.

In conclusion, the project site is located in an urbanized area of the City and is surrounded by a mix of land uses. The proposed project is compatible with the surrounding uses and is consistent with the *2030 General Plan*. The Special Use Permit would not conflict with an applicable land use plan, policy, or regulation of the City of Oxnard for the purpose of avoiding or mitigating a significant environmental impact. Therefore, less than significant impacts would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could conflict with the Oxnard Zoning Code (Threshold LU-1).

The zoning classification for the project site is M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone).

The proposed project is subject to *City Code* Chapter 16, *Zoning Code (Zoning Code)*. *City Code* Chapter 16, Division 11, Industrial Zones, Sections 16-164 and 16-165 pertain specifically to the M-1 zone. The site-specific development standards for the proposed project are shown in [Table 5.11-2, Applicable Zoning Code Development Standards](#).

**TABLE 5.11-2
APPLICABLE ZONING CODE DEVELOPMENT STANDARDS**

Development Standard	Oxnard City Code Citation	Standard	Proposed Project	Complies with Development Standard
Minimum Lot Size	Section 16-164	15,000 square feet	33.6 acres (1,467,972 square feet)	Yes
Minimum Lot Width Interior Lots Corner Lots	Section 16-164	100 feet 150 feet	N/A 465 feet	Yes
Maximum Building Height	Section 16-164	55 feet	Guard House: 10.25-feet high and would be raised by 2.75 feet for a total height of 13-feet.	Yes
Front Yard Setback	Section 16-164 Section 16-165(D)(3)(a)	10 feet; 30 feet when adjacent to designated thoroughfare	Hueneme Road – 30 feet	Yes
Side Yard Setback	Section 16-164 Section 16-165(D)(3)(b)	None No side yard setback required along interior property lines where the abutting zoning is M-1 or M-2.	0 feet	Yes
Rear Yard Setback	Section 16-164 Section 16-165(D)(3)(c)	Equivalent to height of structure	18 feet	Yes
Street Side Yard Setback	Section 16-164	Same as Front Yard Setback	Perkins Road – 30 feet	Yes
Setback from Residential Zoned Property	Section 16-164	30 feet; same setback applies if parcel abuts an alley separating the parcel from a residential zone; see Section 16-165	115 feet	Yes
Maximum Lot Coverage	Section 16-164	70%	Less than 1%	Yes
Maximum Floor Area Ratio	Section 16-164	70%	Less than 1%	Yes
Minimum Lot Depth	Section 16-164	150 feet measured at right angles to the front property line	378 feet	Yes
Walls	Section 16-165(D)(4)(b)	A 6-foot solid decorative masonry wall or other type of visual buffering, such as landscaping, architectural treatment, or combination thereof shall be provided and maintained on the boundary. On the front or side front portion of the property, the wall or visual buffer shall be placed in a location to provide the necessary screening from the public right of way.	6-foot-high chain-link fence with landscaping along entire project boundary	Yes
Landscaping – Front Yard Setback	Section 16- 165(D)(6)(b)(2)	Entire front yard setback shall be landscaped, with the exception of that area provided for vehicle or pedestrian access.	Hueneme Road – 30 feet 30-foot landscaping and fencing would be provided along both Hueneme Road and Perkins Road frontages.	Yes

Development Standard	Oxnard City Code Citation	Standard	Proposed Project	Complies with Development Standard
Undergrounding Utilities, Lighting and Trash Enclosures	Section 16-165(D)(7)(a) and Section 16-165(D)(7)(b)	<p>All trash enclosures, on-site lighting, and utility lines, including but not limited to, electric, communication, street lighting, and cable television, shall be installed in accordance with this code.</p> <p>Appurtenances and associated equipment, including but not limited to, surface-mounted transformers, pedestal-mounted terminal boxes, meter cabinets, and concealed ducts in an underground system, may be placed above ground if approved as part of the project plan and provided that such facilities are adequately screened by landscaping or other means.</p>	<p>The proposed project includes the installation of water lines for landscaping to support the temporary vehicle storage facility.</p> <p>The proposed project would be supplied with 96-gallon trash and recycling containers from the City of Oxnard Environmental Resources Division.</p>	Yes
Source: Oxnard City Code, Chapter 16, Zoning Code, Division 11, Industrial Zones				

The Applicant requests approval of a Special Use Permit to allow use of the property for a maximum of five years for temporary outdoor vehicle storage. Prior to the expiration of the Special Use Permit, the vehicles, guard house, and gravel would be removed from the project site and the land would revert to its existing state – that of vacant land, with the exception of the perimeter fencing and landscaping.

The proposed temporary outdoor vehicle storage facility is consistent with the M-1-PD zoning designation. The project site is located in an urbanized area of the City and is surrounded by a mix of industrial, commercial, residential, and recreation uses. The proposed project is compatible with the surrounding uses and is consistent with the *Zoning Code*. The Special Use Permit would not conflict with an applicable regulation of the *Zoning Code* for the purpose of avoiding or mitigating a significant environmental impact. Therefore, less than significant impacts would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could conflict with the Naval Base Ventura County military influence areas (Threshold LU-2).**Impact Analysis:****MILITARY INFLUENCE AREAS**

The project site is located within the Military Influence Area for Naval Base Ventura County (NBVC) Port Hueneme and NBVC Point Mugu, as shown in Exhibit 5.11-3, Military Influence Areas.

The Military Influence Area for NBVC Port Hueneme covers a number of topics that the project site may be required to review, including Port operations, security buffer, and mobilization corridors. The project site is located on the southern side of Hueneme Road, which is a Mobilization Corridor for NBVC Port Hueneme.

The Military Influence Area for NBVC Point Mugu covers a number of topics that development projects should review for their applicability and consistency, including major roads, imaginary surfaces, flight tracks, noise contours, range hazard zones, missile launch danger zone, restricted shoreline. Analysis of applicable topics relevant to the proposed project are provided below.

AIRSPACE PROTECTION POLICIES

FAR Part 77, Objects Affecting Navigable Airspace, mandates that any proposed structure that could potentially penetrate the imaginary surfaces associated with an airport must be reviewed by the Federal Aviation Administration (FAA). Tall structures, trees, other objects, or high terrain on or near airports, may constitute hazards to aircraft. Federal regulations establish the criteria for evaluating potential obstructions. These regulations require that the FAA be notified of proposals related to the construction of potentially hazardous structures, or when temporary uses, such as construction equipment, could penetrate navigable airspace. The FAA conducts aeronautical studies of projects to determine whether they would pose risks to aircraft. Deviation from the Part 77 standards does not necessarily mean that a proposed object is prohibited from construction, only that the offending object must be evaluated by the FAA and that mitigating actions, such as marking or lighting may be required.

PROPOSED PROJECT

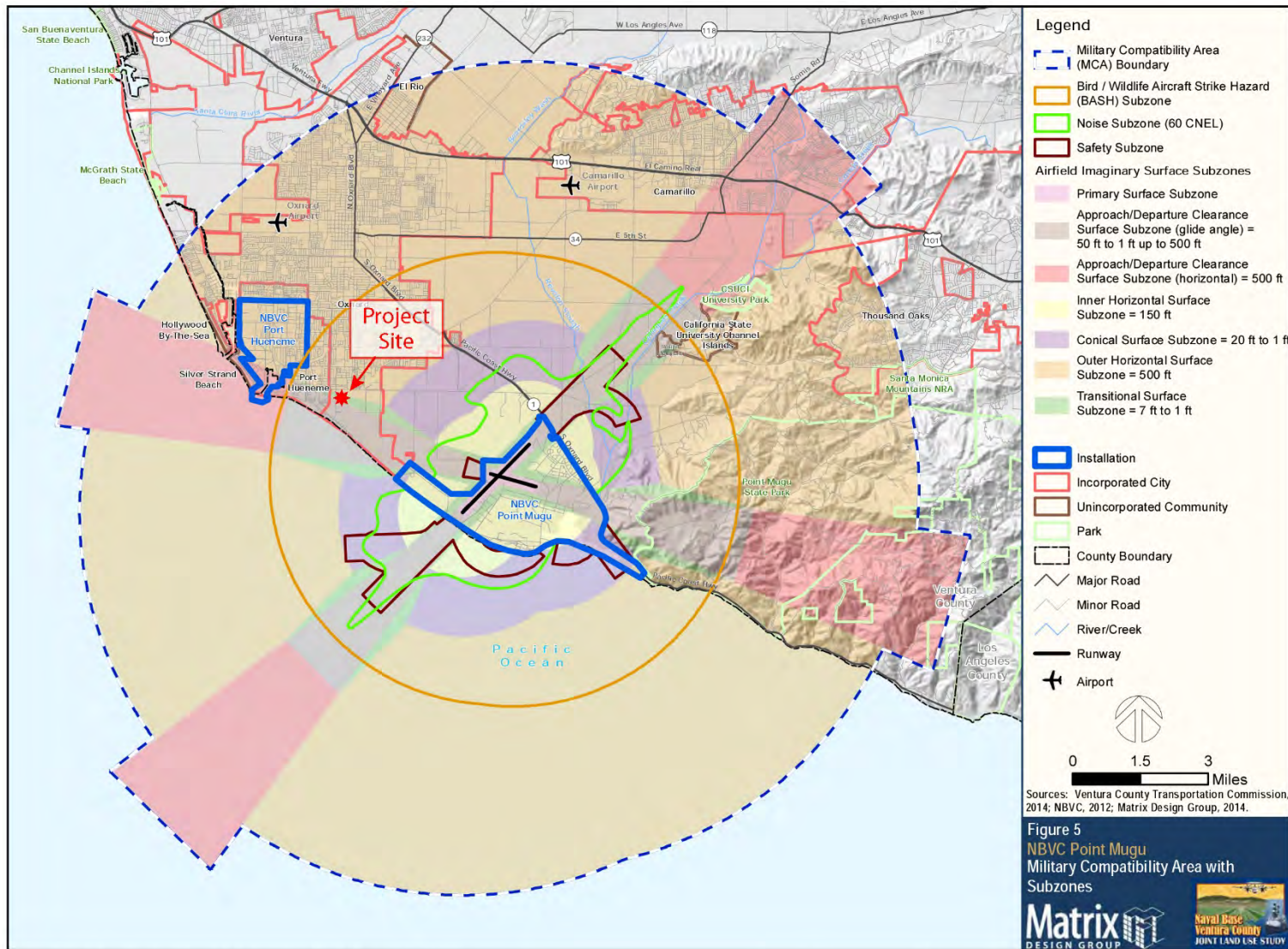
The proposed project includes temporary structures, inclusive of the guard house, portable restroom, and site lighting, and permanent 6-foot-high chain-link fencing and landscaping along the perimeter of the site.

The *Ventura County ACLUP* identifies four noise and safety zones for NAS Point Mugu: Clear Zone (CZ), Accident Potential Zone (APZ)-1 and APZ-2, and Traffic Pattern Zone (TPZ). The project site is outside the four noise and safety zones for NAS Point Mugu, refer to Exhibit 5.11-4, NBVC Point Mugu Military Compatibility Zones.

HEIGHT RESTRICTION ZONE

A portion of the project site is within the FAR Part 77 Airspace for NAS Point Mugu, specifically the Approach Departure Surface 50:1 and Transition Surface 7:1; refer to Exhibit 5.11-5, NBVC Point Mugu FAR Part 77 Airspace Plan. The outer boundary of the Height Restriction Zone (HRZ) is the FAR Part 77 Transitional Surface.

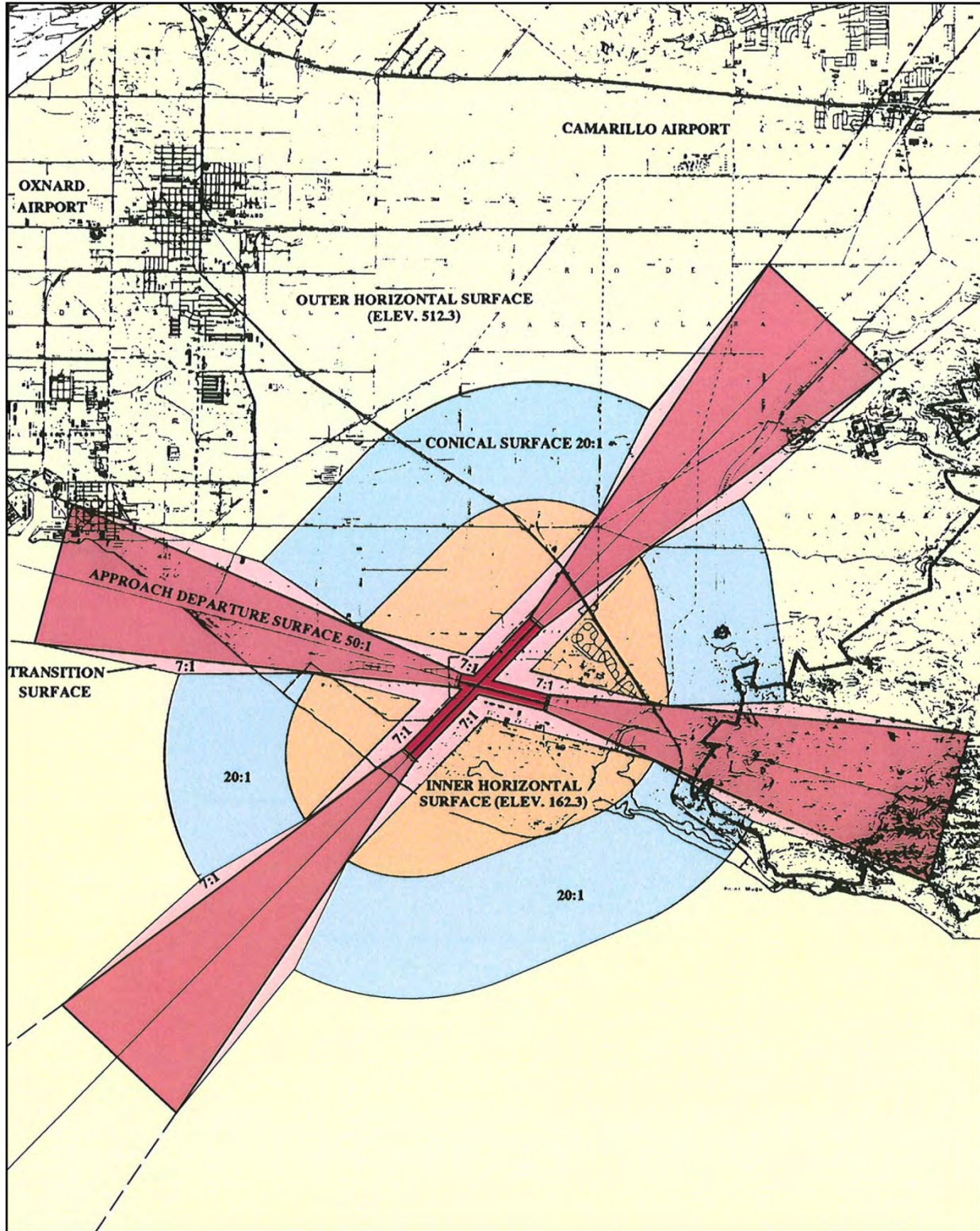
EXHIBIT 5.11-4 NBVC POINT MUGU MILITARY COMPATIBILITY ZONES



Source: Naval Base Ventura County Joint Land Use Study (September 2015)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.11-5 NBVC POINT MUGU FAR PART 77 AIRSPACE PLAN



Source: Ventura County Airport Land Use Plan (July 2000)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

The proposed project is an acceptable use within the FAR Part 77 airspace, but is within a Height Restriction Zone (HRZ) due to its location within the Approach Departure and Transition Surfaces. As such, a determination if the proposed project is subject to Section 77.13 (1), provided below, is needed:

(1) Any construction or alteration of more than 200 feet in height above the ground level at its site.

None of the temporary structures (guard house, portable restroom) or permanent chain-link fencing would penetrate the navigable airspace, and they would be far below the 200-foot height restrictions for both the Approach Departure and Transition Surfaces. Thus, the proposed project does not include structures that would be a hazard to air navigation nor does the proposed project require FAA notification.

In addition, the proposed project is a compatible land use that is not a noise-sensitive use with NBVC Point Mugu. Thus, the proposed project is not subject to the Ventura County ACLUP land use or compatibility guidelines, or FAR Part 77 height limitations. Therefore, less than significant impacts would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

The proposed project could physically divide an established community (Threshold LU-3).

Impact Analysis: The project site consists of two vacant and undeveloped parcels totaling approximately 34 acres at the southeast corner of Hueneme Road and Perkins Road in the City of Oxnard. The project site is located just outside of the coastal zone. The existing Ventura County Railway (VCRR) line is located along the site’s southern boundary.

A mix of commercial, residential, and industrial development, as well as coastal resources surround the project site, as noted below.

North: Hueneme Road is adjacent to and north of the project site. Commercial are uses are located north of the project site across Hueneme Road, and residential, school, and park uses are located north of the commercial uses.

South: The VCRR line is located immediately adjacent to the southeastern portion of the project site. The City of Oxnard Advanced Water Purification Facility (AWPF) is located north of the VCRR and immediately adjacent to the southwestern portion of the project site. South and east of the VCRR is the Ormond Lagoon Waterway^{48,49} and vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration.

48 The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.

49 The southeastern portion of the project site is located immediately west and north of the VCRR right of way, while the Ormond Lagoon Waterway is approximately 100 feet east and south of the VCRR right of way from the same location.

East: To the east of the project site is vacant and undeveloped land. A three-acre trailer truck storage facility is proposed for this land, and is currently in the land permit process.

West: Permitted coastal dependent industrial uses are located to the west of the project site.

The proposed light industrial use (temporary outdoor vehicle storage facility) would be consistent with the existing industrial uses south of Hueneme Road. Thus, the proposed project would not physically divide an established community, and no impacts would occur.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.11.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable land use and planning impacts.

Impact Analysis: As indicated in *Table 4-1, Cumulative Projects*, the related projects and other possible development would occur within the Cities of Oxnard and Port Hueneme. Based on the projects identified in *Table 4-1*, cumulative development would result in a variety of new residential and non-residential uses. Development of the proposed project, combined with other development, would not result in any cumulative land use impacts as other projects are implemented within the Cities of Oxnard and Port Hueneme. Projects would be evaluated on a project-by-project basis and subject to the land use requirements of the Cities of Oxnard and Port Hueneme, respectively.

Each project would undergo a similar plan review process as the proposed project, in order to determine potential land use planning policy and regulation conflicts. Each cumulative project would be analyzed independent of other projects, within the context of their respective land use and regulatory setting. As part of the review process, each project would be required to demonstrate compliance with the provisions of the applicable land use designation(s) and zoning district(s). It is assumed that cumulative development would progress in accordance with the General Plan and City Code of the respective City. Each project would be analyzed in order to ensure that the goals, objectives, and policies of the General Plan, and regulations and guidelines of the City Code are consistently upheld. Further, as concluded above, the proposed project would be consistent with the *Oxnard General Plan* and *City Code*. Thus, implementation of the proposed project would not result in cumulatively significant land use impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.11.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to land use and planning. Therefore, no significant unavoidable land use impacts would occur as a result of the proposed project.

5.11.8 Sources Cited

City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Recirculated Draft EIR*, February 2009.

City of Oxnard, *City of Oxnard 2030 General Plan Recirculated Draft Program Environmental Impact Report*, November 2009.

City of Oxnard, *Oxnard City Code, Chapter 16: Zoning Code*, Current through local legislation Ord. No. 2975, passed February 18, 2020.

Ventura County Airport Land Use Commission, *Airport Comprehensive Land Use Plan for Ventura County Final Report*, Adopted July 7, 2000.

Ventura County Transportation Commission and Matrix Design Group, *Naval Base Ventura County Joint Land Use Study*, September 2015.

5.12 MINERAL RESOURCES

5.12.1 Summary

The table below summarizes the significance threshold criteria utilized in the mineral resources analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold MR-1: Result in the loss of availability of a known mineral resource of value to the region or state?</i>				X
<i>Threshold MR-2: Result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?</i>				X

Cumulative impacts to mineral resources were concluded as No Impact.

5.12.2 Regulatory Setting

STATE

California Surface Mining and Reclamation Act of 1975

The Surface Mining and Reclamation Act of 1975 (SMARA), as amended in 2006, mandated the initiation of mineral land classifications to help identify and protect mineral resources in areas within the state that are subject to urban expansion or other irreversible land uses that would preclude mineral extraction. After designation of mineral resource areas, SMARA provided for the classification of designated lands containing mineral deposits of regional or statewide significance. In addition, SMARA was designed to provide guidelines for the proper reclamation of mineral lands.

The purpose of this act is to create and maintain an effective and comprehensive surface mining and reclamation policy with regulation of surface mining operations to assure that:

- Adverse environmental effects are prevented or minimized and that mined lands are reclaimed to a usable condition which is readily adaptable for alternative land uses;
- The production and conservation of minerals are encouraged, while considering values relating to recreation, wildlife, range and forage, and aesthetic enjoyment; and
- Residual hazards to the public health and safety are eliminated.

These goals are achieved through land use planning by allowing a jurisdiction to balance the economic benefits of resource reclamation with the need to provide other land uses.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Environmental Resources Element (Chapter 5)* are listed below.

- Goal ER-13 Well-managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction.
- Policy ER-13.1 *Monitoring Mining Uses*. Monitor and comment on the appropriateness of mining activities conducted under the authority of adjacent jurisdictions.
- Policy ER-13.2 *Reclamation of Mineral Resources*. Promote the efficient reclamation of mineral resources areas.
- Policy ER-13.3 *Compatibility with Existing Uses*. Ensure that any mining operations produce the least amount of incompatibility with surrounding, existing land uses (e.g., limited hours of operation, pest control) and adequately mitigate environmental and aesthetic impacts.
- Policy ER-13.4 *Limiting Special Production Techniques*. Require that specialized production techniques, such as slant drilling, limit the land area committed to oil recovery and to extract such resources adjacent to existing development, open space, recreation areas, or sensitive habitat areas.

CITY CODE

Chapter 25: Surface Mining

This chapter shall be known as the “Surface Mining Ordinance of the City of Oxnard” (Ordinance No. 2579) and is current as of February 18, 2020. This chapter establishes regulations for surface mining operations in accordance with the requirements of the Surface Mining and Reclamation Act of 1975 (SMARA), the regulations adopted thereunder, and *California Public Resources Code*, Section 2207. These regulations shall secure the continued availability of important mineral resources while also ensuring that adverse environmental effects are prevented or mitigated and mined lands are reclaimed to a usable condition readily adaptable for alternative land uses.

Chapter 25: Surface Mining incorporated by reference the provisions of the SMARA, the regulations adopted thereunder, and *California Public Resources Code*, Section 2207, further described and referred to as the Surface Mining and Reclamation Act of 1975 (SMARA) as amended in 2006, published by the California Department of Conservation.

5.12.3 Environmental Setting

MINERAL RESOURCES

Mineral Resource Zones

The mineral resources addressed in this section are those resources that are classified under the Surface Mining and Reclamation Act (SMARA) of 1975. SMARA Chapter 9, Division 2 of the *California Public Resources Code*, requires the State Mining and Geology Board to adopt state policy for the reclamation of mined lands and conservation of natural resources. Geological survey areas known as Mineral Resource Zones (MRZ) are classified according to the presence or absence of significant mineral deposits, as defined

below. These classifications indicate the potential for a specific area to contain significant mineral resources.

- MRZ-1: Areas where available geologic information indicates there is little or no likelihood for presence of significant mineral resources.
- MRZ-2a: Areas underlain by mineral deposits where geologic data indicate that significant measured or indicated resources are present. Areas classified MRZ-2a contain discovered mineral deposits as determined by such evidence as drilling records, sample analysis, surface exposure, and mine information. Land included in the MRZ-2a category is of prime importance because it contains known economic mineral deposits.
- MRZ-2b: Areas underlain by mineral deposits where geologic information indicates that significant inferred resources are present. Areas classified MRZ-2b contain discovered mineral deposits that are either inferred reserves as determined by limited sample analysis, exposure, and past mining history or are deposits that presently are sub-economic. Further exploration and/or changes in technology or economics could result in upgrading areas classified MRZ-2b to MRZ-2a.
- MRZ-3a: Areas containing known mineral occurrences of undetermined mineral resource significance. Further exploration within these areas could result in the reclassification of specific localities as MRZ-2a or MRZ-2b.
- MRZ-3b: Areas containing inferred mineral occurrences of undetermined mineral resource significance. Land classified MRZ-3b represents areas in geologic settings that appear to be favorable environments for the occurrence of specific mineral deposits. Further exploration could result in the reclassification of all or part of these areas as MRZ-3a or specific localities as MRZ-2a or MRZ-2b.
- MRZ-4: Areas of no known mineral occurrences where geologic information does not rule out the presence or absence of significant mineral resources.

The project site is located within the MRZ-1 area⁵⁰ and no known significant mineral resources have been designated on the site.

Mines

Per the California Office of Mine Reclamation, there are no active mines within the project site.⁵¹

Oil Wells

Per the City of Oxnard General Plan Background Report, there are no oil wells within the project site.⁵²

50 Source: California Department of Conservation, *CGS Information Warehouse: Mineral Land Classification* <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>, accessed July 15, 2020.

51 Source: California Department of Conservation, Division of Mine Reclamation, Mines Online (MOL) <https://maps.conservation.ca.gov/mol/index.html>, accessed July 16, 2020.

52 Source: City of Oxnard, *City of Oxnard General Plan Background Report* Figure 5-16 Mineral Resources Within the Planning Area, April 2006.

5.12.4 Significance Threshold Criteria

The issues presented in *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, mineral resource impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold MR-1:* Result in the loss of availability of a known mineral resource of value to the region or state.
- *Threshold MR-2:* Result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.12.5 Project Impacts and Mitigation Measures

The proposed project could result in the loss of availability of a known mineral resource (Threshold MR-1, Threshold MR-2).

Impact Analysis: The *City of Oxnard 2030 General Plan* identifies important mineral deposits primarily along the Santa Clara River channel, Route 101 corridor, and along the eastern edge of the City extending as far west as Channel Island. The project site is not located in these areas. The California Department of Conservation has identified no known significant mineral resources or mines on the project site. The project site is located within the MRZ-1 area;⁵³ which is an area with little or no likelihood for the presence of significant mineral resources based upon available geologic information. In addition, no known significant mineral resources have been designated on the site. Therefore, construction and operation of the proposed project would not result in the loss of availability of a known mineral resource and would have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

53 Source: California Department of Conservation, CGS Information Warehouse: Mineral Land Classification <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc> , accessed July 15, 2020.

5.12.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to mineral resources.

Impact Analysis: The *City of Oxnard 2030 General Plan* designates the site as Industrial Limited (I LT) and Park (PRK), and as such has accounted for future development on the site. As indicated previously, this site is not located within an area containing significant mineral resources as identified by the California Department of Conservation. Any new growth on the project site under the ILT and PRK designations was analyzed in the General Plan EIR and is accounted for in the General Plan buildout projections.

Cumulative impacts relative to mineral resources were analyzed in the General Plan EIR, which concluded that the General Plan includes specific policies to avoid significant impacts to important mineral resources. These policies are in compliance with state laws that require local jurisdictions to take into consideration the continued availability of important mineral resources in land use decisions.

Additionally, implementation of the proposed project would not eliminate any acreage designated as MRZ-2, MRZ-3, or MRZ-4. Therefore, development of the project site would not contribute to a cumulatively considerable impact to mineral resources and would have no impact

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.12.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no project and cumulative impacts related to mineral resources. Therefore, no significant unavoidable mineral resources impacts would occur as a result of the proposed project.

5.12.8 Sources Cited

California Department of Conservation, Mines and Mineral Resources, Mineral Land Classification <https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=mlc>, accessed on July 15, 2020.

California Department of Conservation, Division of Mine Reclamation, Mines Online (MOL) <https://maps.conservation.ca.gov/mol/index.html>, accessed July 16, 2020

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Volume I of II*, February 2009.

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

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5.13 NOISE

5.13.1 Summary

The table below summarizes the significance threshold criteria utilized in the noise analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
Threshold NOI-1: Generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies.			X	
<i>Threshold NOI-2:</i> Generate or expose persons to excessive groundborne vibration or groundborne noise levels.			X	
<i>Threshold NOI-3:</i> Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project.			X	
<i>Threshold NOI-4:</i> Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project.			X	
<i>Threshold NOI-5:</i> For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, expose people residing or working in the project area to excessive noise levels.			X	
<i>Threshold NOI-6:</i> Expose non-human species to excessive levels.		X		

Cumulative noise impacts were concluded to be Less Than Significant.

5.13.2 Fundamentals of Sound and Environmental Noise

SOUND

Sound is technically described in terms of amplitude (loudness) and frequency (pitch). The standard unit of sound amplitude measurement is the decibel (dB). The decibel scale is a logarithmic scale that describes the physical intensity of the pressure vibrations that make up any sound. The pitch of the sound is related to the frequency of the pressure vibration. Since the human ear is not equally sensitive to a given sound level at all frequencies, a special frequency-dependent rating scale has been devised to relate noise to human sensitivity. The A-weighted decibel scale (dBA) provides this compensation by discriminating against frequencies in a manner approximating the sensitivity of the human ear.

ENVIRONMENTAL NOISE

Noise, on the other hand, is typically defined as unwanted sound. A typical noise environment consists of a base of steady “background” noise that is the sum of many distant and indistinguishable noise sources. Superimposed on this background noise is the sound from individual local sources. These can vary from an occasional aircraft or train passing by to virtually continuous noise from, for example, traffic on a major highway. Table 5.13-1 lists representative noise levels for the environment.

**TABLE 5.13-1
REPRESENTATIVE ENVIRONMENTAL NOISE LEVELS**

Common Outdoor Activities	Noise Level (Dba)	Common Indoor Activities
	110	Rock Band
Jet Fly-Over at 100 feet		
	100	
Gas Lawnmower at 3 feet		
	90	
		Food Blender at 3 feet
Diesel Truck going 50 mph at 50 feet	80	
Noise Urban Area During Daytime		
Gas Lawnmower at 100 feet	70	Vacuum Cleaner at 10 feet
Commercial Area		Normal Speech at 3 feet
Heavy Traffic at 300 feet	60	
		Large Business Office
Quiet Urban Area During Daytime	50	Dishwasher in Next Room
Quiet Urban Area During Nighttime	40	Theater, Large Conference Room (Background)
Quiet Suburban Area During Nighttime		
	30	Library
Quiet Rural Area During Nighttime		Bedroom at Night, Concert Hall (Background)
	20	
		Broadcast/Recording Studio
	10	
Lowest Threshold of Human Hearing	0	Lowest Threshold of Human Hearing

Source: Christopher A. Joseph & Associates, Sakioka Farms Business Park Specific Plan Draft Environmental Impact Report Table IV.K.1 (September 2010)

Several rating scales have been developed to analyze the adverse effect of community noise on people. Since environmental noise fluctuates over time, these scales consider that the effect of noise upon people is largely dependent upon the total acoustical energy content of the noise, as well as the time of day when the noise occurs. Table 5.13-2 provides a listing of methods to measure sound over a period of time.

**TABLE 5.13-2
NOISE DESCRIPTORS**

Term	Definition
Decibel (dB)	The unit for measuring the volume of sound equal to 10 times the logarithm (base 10) of the ratio of the pressure of a measured sound to a reference pressure (20 micropascals).
A-Weighted Decibel (dBA)	A sound measurement scale that adjusts the pressure of individual frequencies according to human sensitivities. The scale accounts for the fact that the region of highest sensitivity for the human ear is between 2,000 and 4,000 cycles per second (hertz).
Equivalent Sound Level (L_{eq})	The sound level containing the same total energy as a time varying signal over a given time period. The L_{eq} is the value that expresses the time averaged total energy of a fluctuating sound level.
Maximum Sound Level (L_{max})	The highest individual sound level (dBA) occurring over a given time period.
Minimum Sound Level (L_{min})	The lowest individual sound level (dBA) occurring over a given time period.
Community Noise Equivalent Level (CNEL)	A rating of community noise exposure to all sources of sound that differentiates between daytime, evening, and nighttime noise exposure. These adjustments are +5 dBA for the evening, 7:00 p.m. to 10:00 p.m., and +10 dBA for the night, 10:00 p.m. to 7:00 a.m..
Day/Night Average (L_{dn})	The L_{dn} is a measure of the 24-hour average noise level at a given location. It was adopted by the U.S. Environmental Protection Agency for developing criteria for the evaluation of community noise exposure. It is based on a measure of the average noise level over a given time period called the L_{eq} . The L_{dn} is calculated by averaging the L_{eq} 's for each hour of the day at a given location after penalizing the "sleeping hours" (defined as 10:00 p.m. to 7:00 a.m.) by 10 dBA to account for the increased sensitivity of people to noises that occur at night.
Exceedance Level (L_n)	The A-weighted noise levels that are exceeded 1%, 10%, 50%, and 90% (L_{01} , L_{10} , L_{50} , L_{90} , respectively) of the time during the measurement period.

Source: Cyril M. Harris, *Handbook of Noise Control*, 1979.

Noise environments and consequences of human activities are usually well represented by median noise levels during the day, night, or over a 24-hour period. Environmental noise levels below 60 dBA are generally considered low, moderate in the 60 to 70 dBA range, and high above 70 dBA. Examples of low daytime levels are isolated natural settings that can provide noise levels as low as 20 dBA, and quiet suburban residential streets that can provide noise levels around 40 dBA. Noise levels above 45 dBA at night can disrupt sleep. Examples of low-moderate level noise environments are urban residential or semi-commercial areas (typically 55 to 60 dBA) and commercial locations (typically 60 dBA). People may consider louder environments adverse, but most will accept the higher levels associated with more noisy urban residential or residential-commercial areas (60 to 75 dBA) or dense urban or industrial areas (65 to 80 dBA).

Under controlled conditions, in an acoustics laboratory, the trained healthy human ear is able to discern changes in sound levels of 1 dBA, when exposed to steady, single frequency "pure tone" signals in the mid-frequency range. Outside of such controlled conditions, the trained ear can detect changes of 2 dBA in normal environmental noise. It is widely accepted that the average healthy ear, however, can barely perceive noise level changes of 3 dBA. Changes from three to five dBA may be noticed by some individuals who are extremely sensitive to changes in noise. A 5 dBA increase is readily noticeable, while the human ear perceives a 10 dBA increase as a doubling of sound.

Noise levels from a particular source generally decline as distance to the receptor increases. Other factors such as the weather and reflecting or shielding also help intensify or reduce the noise level at any given location. A commonly used rule of thumb for roadway noise is that for every doubling of distance from

the source, the noise level is reduced by about 3 dBA at acoustically “hard” locations (i.e., the area between the noise source and the receptor is nearly complete asphalt, concrete, hard-packed soil, or other solid materials) and 4.5 dBA at acoustically “soft” locations (i.e., the area between the source and receptor is normal earth or has vegetation, including grass). Noise from stationary or point sources is reduced by about 6 to 7.5 dBA for every doubling of distance at acoustically hard and soft locations, respectively. Noise levels are also generally reduced by 1 dBA for each 1,000 feet of distance due to air absorption. Noise levels may also be reduced by intervening structures – generally, a single row of buildings between the receptor and the noise source reduces the noise level by about 5 dBA, while a solid wall or berm reduces noise levels by 5 to 10 dBA. The manner in which older homes in California were constructed generally provides a reduction of exterior-to-interior noise levels of about 20 dBA with closed windows. The exterior-to-interior reduction of newer homes is generally 30 dBA or more with closed windows.

FUNDAMENTALS OF GROUND BORNE VIBRATION

Vibration is sound radiated through the ground. Vibration can result from a source (e.g., train operations, motor vehicles, machinery equipment) causing the adjacent ground to move, thereby, creating vibration waves that propagate through the soil to the foundations of nearby buildings. This effect is referred to as groundborne vibration. The peak particle velocity (PPV) or the root mean square (RMS) velocity is usually used to describe vibration levels. PPV is defined as the maximum instantaneous peak of the vibration level, while RMS is defined as the square root of the average of the squared amplitude of the level. PPV is typically used for evaluating potential building damage, while RMS velocity in decibels (VdB) is typically more suitable for evaluating human response.

The background vibration velocity level in residential and educational areas is usually around 50 VdB. The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity level of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors.

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. If a roadway is smooth, the groundborne vibration from traffic is rarely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity level, and 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

The general human response to different levels of groundborne vibration velocity levels is described in Table 5.13-3.

**TABLE 5.13-3
HUMAN RESPONSE TO DIFFERENT LEVELS OF GROUND BORNE VIBRATION**

Vibration Level	Human Reaction
65 VdB	Approximate threshold of perception for many people.
75 VdB	Approximate dividing line between barely perceptible and distinctly perceptible. Many people find that transportation-related vibration at this level is unacceptable.
85 VdB	Vibration acceptable only if there are an infrequent number of events per day.
Sources: Federal Transportation Administration, Transit Noise and Vibration Impact Assessment (May 2006); Christopher A. Joseph & Associates, Sakioka Farms Business Park Specific Plan Draft Environmental Impact Report Table IV.K.2 (September 2010)	

5.13.3 Regulatory Setting

FEDERAL

United States Environmental Protection Agency

Noise

The U.S. Environmental Protection Agency (USEPA) offers guidelines for community noise exposure in the publication Noise Effects Handbook – A Desk Reference to Health and Welfare Effects of Noise. These guidelines consider occupational noise exposure as well as noise exposure in homes. The USEPA recognizes an exterior noise level of 55 decibels day-night level (dB L_{dn}) as a general goal to protect the public from hearing loss, activity interference, sleep disturbance, and annoyance. The USEPA and other federal agencies have adopted suggested land use compatibility guidelines that indicate that residential noise exposures of 55 to 65 dB L_{dn} are acceptable. However, the USEPA notes that these levels are not regulatory goals, but are levels defined by a negotiated scientific consensus, without concern for economic and technological feasibility or the needs and desires of any particular community.

Vibration

The Federal Transit Administration (FTA) has adopted vibration standards that are used to evaluate potential building damage impacts related to construction activities. The vibration damage criteria adopted by the FTA are shown in *Table 5.13-4* below.

**TABLE 5.13-4
CONSTRUCTION VIBRATION DAMAGE CRITERIA**

Building Category	PPV (Inches/Second)
I. Reinforced-concrete, steel or timber (no plaster)	0.5
II. Engineered concrete and masonry (no plaster)	0.3
III. Non-engineered timber and masonry buildings	0.2
IV. Buildings extremely susceptible to vibration damage	0.12

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

The FTA has also adopted standards associated with human annoyance for ground-borne vibration impacts for the following three land-use categories:

- Vibration Category 1 – High Sensitivity
- Vibration Category 2 – Residential
- Vibration Category 3 – Institutional

The FTA defines Category 1 as buildings where vibration would interfere with operations within the building, including vibration-sensitive research and manufacturing facilities, hospitals with vibration-sensitive equipment, and university research operations. Vibration-sensitive equipment includes, but is not limited to, electron microscopes, high-resolution lithographic equipment, and normal optical microscopes. Category 2 refers to all residential land uses and any buildings where people sleep, such as hotels and hospitals. Category 3 refers to institutional land uses such as schools, churches, other institutions, and quiet offices that do not have vibration-sensitive equipment, but still have the potential for activity interference.

Under conditions where there are an infrequent number of events per day, the FTA has established vibration decibel (VdB) thresholds of 65 VdB for Category 1 buildings, 80 VdB for Category 2 buildings, and 83 VdB for Category 3 buildings.⁵⁴ Under conditions where there are an occasional number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 75 VdB for Category 2 buildings, and 78 VdB for Category 3 buildings.⁵⁵ Under conditions where there are a frequent number of events per day, the FTA has established thresholds of 65 VdB for Category 1 buildings, 72 VdB for Category 2 buildings, and 75 VdB for Category 3 buildings.⁵⁶ No thresholds have been adopted or recommended for commercial or office uses.

STATE

Noise

The California Department of Health Services has established guidelines for evaluating the compatibility of various land uses as a function of community noise exposure. These guidelines for land use and noise exposure compatibility are shown in Table 5.13-5, Community Noise Exposure. In addition, *California Government Code* Section 65302(f) requires each county and city in the state to prepare and adopt a comprehensive long-range general plan for its physical development, with Section 65302(g) requiring a noise element to be included in the general plan. The noise element must: 1) identify and appraise noise problems in the community; 2) recognize Office of Noise Control guidelines; and 3) analyze and quantify current and projected noise levels.

**TABLE 5.13-5
COMMUNITY NOISE EXPOSURE**

Land Use	Normally Acceptable ^a	Conditionally Acceptable ^b	Normally Unacceptable ^c	Clearly Unacceptable ^d
Single-Family, Duplex, Mobile Homes	50 - 60	55 - 70	70 - 75	above 75
Multi-Family Homes	50 - 65	60 - 70	70 - 75	above 75
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 70	60 - 70	70 - 80	above 80
Transient Lodging – Motels, Hotels	50 - 65	60 - 70	70 - 80	above 75
Auditoriums, Concert Halls, Amphitheaters	–	50 - 70	–	above 70
Sports Arena, Outdoor Spectator Sports	–	50 - 75	–	above 75
Playgrounds, Neighborhood Parks	50 - 70	–	67 - 75	above 75
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 75	–	70 - 80	above 80
Office Buildings, Business and Professional Commercial	50 - 70	67 - 77	above 75	–
Industrial, Manufacturing, Utilities, Agriculture	50 - 75	70 - 80	above 75	–

Source: Office of Planning and Research, State of California General Plan Guidelines, October 2003 (in coordination with the California Department of Health Services [DHS]).

Notes:

- a Normally Acceptable: Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction without any special noise insulation requirements.
- b Conditionally Acceptable: New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice.
- c Normally Unacceptable: New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.
- d Clearly Unacceptable: New construction or development should generally not be undertaken.

54 “Infrequent events” are defined by the FTA as being fewer than 30 vibration events of the same kind per day. FTA, Transit Noise and Vibration Impact Assessment, May 2006.

55 “Occasional events” are defined by the FTA as between 30 and 70 vibration events of the same source per day. FTA, Transit Noise and Vibration Impact Assessment, May 2006.

56 “Frequent events” are defined by the FTA as more than 70 vibration events of the same source per day. FTA, Transit Noise and Vibration Impact Assessment, May 2006.

Vibration

No State vibration standards apply to the proposed project. Moreover, according to the Caltrans Transportation- and Construction-Induced Vibration Guidance Manual (2004), there are no official Caltrans standards for vibration. However, this Manual provides guidelines for assessing vibration damage potential to various types of buildings, ranging from 0.08 to 0.12 inches per second for extremely fragile historic buildings, ruins, and ancient monuments, to 0.50 to 2.0 inches per second for modern industrial and commercial buildings.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan Safety and Hazards Chapter* (Chapter 6) are listed below.

- | | |
|---------------|---|
| Goal SH-6 | Consideration of noise levels and impacts in the land use planning and development process. |
| Policy SH-6.1 | <i>Construction Noise Control.</i> Provide best practices guidelines to developers for reducing potential noise impacts on surrounding land uses. |
| Policy SH-6.2 | <i>Limiting Construction Activities.</i> Continue to limit construction activities to the hours of 7 a.m. to 7 p.m., Monday through Saturday. No construction shall occur after hours, on Sundays, or national holidays without permission from the City. |
| Policy SH-6.4 | <i>New Development Noise Compatibility.</i> Require that proposed development projects not generate more noise than classified as “satisfactory” based on CEQA Thresholds of Significance on nearby property. |
| Policy SH-6.5 | <i>Land Use Compatibility with Noise.</i> Encourage non-noise sensitive uses to locate in areas that are permanently committed to noise producing land uses, such as transportation corridors and industrial zones. |
| Policy SH-6.9 | <i>Minimize Noise Exposure to Sensitive Receptors.</i> Prohibit the development of new commercial, industrial, or other noise generating land uses adjacent to existing residential uses, and other sensitive noise receptors such as schools, child and daycare facilities, health care facilities, libraries, and churches if noise levels are expected to exceed 70 dBA. |

City Code

The City has also adopted a Noise Ordinance (*Oxnard City Code Chapter 7, Article XI*), which identifies noise standards for various sources, specific noise restrictions, exemptions, and variances for sources of noise within the City. The Noise Ordinance applies to all noise sources with the exception of any vehicle that is operated upon any public highway, street or right of way, or to the operation of any off-highway vehicle, to the extent that it is regulated in the *State Vehicle Code*, and all other sources of noise that are specifically exempted. The Noise Ordinance standards are identified in Table 5.13-6.

**TABLE 5.13-6
CITY OF OXNARD NOISE STANDARDS**

Sound Zone	Type of Land Use	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Allowable Exterior Noise Levels			
I	Residential	55 dBA Leq	50 dba Leq
II	Commercial	65 dBA Leq	60 dba Leq
III	Industrial	70 dBA Leq	70 dba Leq
IV	As identified in 2020 General Plan Figure IX-2		
Allowable Interior Noise Levels			
All	Residential	50 dBA Leq	45 dba Leq
Source: City of Oxnard, Oxnard City Code Chapter 7, Article XI			

Oxnard City Code Section 7-188(D) regulates noise from construction, repair, remodeling or grading activities of any real property in the City. Exterior demolition and construction activities that generate noise are permitted between the hours of 7:00 a.m. and 6:00 p.m. Monday through Saturday. These activities are prohibited at any time on Sundays and all federal holidays.

5.13.4 Environmental Setting

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped.

Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south of a portion of the site, and permitted coastal dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and the Ormond Beach Restoration and Public Access Project (OBRAP) area restoration to the south.

5.13.5 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, noise impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold NOI-1:* Generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies.
- *Threshold NOI-2:* Generate or expose persons to excessive groundborne vibration or groundborne noise levels.
- *Threshold NOI-3:* Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project.
- *Threshold NOI-4:* Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project.
- *Threshold NOI-5:* For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, expose people residing or working in the project area to excessive noise levels.

- *Threshold NOI-6:* Expose non-human species to excessive levels.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.13.6 Project Impacts and Mitigation Measures

TEMPORARY, PERIODIC, OR PERMANENT INCREASE IN NOISE LEVELS

The proposed project could exceed the established or applicable standards in the local general plan or noise ordinance or other agencies resulting in a temporary, periodic, or permanent increase in ambient noise levels (Threshold NOI-1, Threshold NOI-3, Threshold NOI-4).

Impact Analysis: The project site is currently vacant and undeveloped; thus, any new development would increase noise levels on-site.

PROJECT CONSTRUCTION

Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. In addition, the installation of site drainage infrastructure could require grading of small areas to a depth of 24 inches (2 feet). Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import (approximately 450 dump truck trips) could be required for the leveling of the parking area for the cars and the stormwater detention area. In addition, a pre-built 240-square-foot temporary guard house would be installed on-site, as well as one portable restroom for use by on-site personnel only.

The grading and construction activities are anticipated to take approximately 180 to 200 days. Grading and construction would comply with the City’s requirements that no construction occur at night, on Sundays, or on federal holidays, and would take place during the daytime hours of 7:00 a.m. to 6:00 p.m.

Pursuant to *City Code* Chapter 7, Article XI, Section 7-188, construction activities may occur between the hours of 7:00 a.m. and 6:00 p.m. on Monday through Saturday. No construction activities are permitted outside of these hours, on Sunday, or on federal holidays. These permitted hours of construction are included in the *City Code* in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption.

The potential for construction-related noise to affect nearby residential receptors located northwest, north, and northeast of the project site would depend on the location and proximity of construction activities to these receptors. The closest residential receptors are approximately 70 feet north of the northeast corner of the project site. Other residential receptors are 360 feet north/northwest of the project site. Grading and construction would occur only throughout the project site and would not occur area directly adjacent to these residential receptors.

Grading and construction for the proposed project would comply with the Noise Ordinance requirement that no construction occur at night, on Sundays, or on federal holidays, and would take place during the

daytime hours of 7:00 a.m. to 6:00 p.m. Monday through Saturday. Thus, noise level increases would occur sporadically when construction equipment is operated in the proximity of sensitive receptors. However, with implementation of time limits noted above and as specified in the *City Code*, construction-related noise impacts would be less than significant.

PROJECT OPERATIONS

The project site is adjacent to Hueneme Road and Perkins Road. The proposed project would generate noises on-site typically associated with vehicles (e.g., starting, driving, parking) and employees (e.g., talking, walking). The proposed project is estimated to generate 316 peak daily vehicle trips, 48 a.m. peak hour vehicle trips and 12 p.m. peak hour vehicle trips (refer to Table 5.19-2, Proposed Project Peak Trip Generation, in Section 5.19, Transportation).

The proposed project would have limited hours for vehicle activity, as vehicles would be driven to and from the project site between the hours of 7:30 a.m. and 3:30 p.m. Monday through Saturday. This activity would generate noise that would increase on-site ambient noise levels due to the primary activity of driving vehicles on a gravel parking surface. However, the noises generated during proposed project operations would likely be masked by the adjacent roadways and ambient noise in the area, and would be similar to or less than noise associated with adjacent commercial and industrial uses. Thus, operation of the proposed project would not generate nor expose persons to noise levels in excess of standards established in the *2030 General Plan* or Noise Ordinance. Impacts are concluded to be less than significant.

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of 5 years. While the proposed project would result in a temporary increase in ambient noise levels on-site and on Hueneme Road, the impacts would be negligible. There would not be permanent increases in the ambient noise levels due to the 5-year maximum operation of the proposed project. Thus, operation of the proposed project would not generate temporary or permanent increases in ambient noise levels. Impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

GROUNDBORNE VIBRATION OR NOISE

Implementation of the proposed project could generate excessive groundborne vibration or groundborne noise levels (Threshold NOI-2).

Impact Analysis: The proposed project does not include pile driving or other vibratory activities during either construction or operation.

PROJECT CONSTRUCTION

Site preparation includes grading and ground surface levelling. Minor grading is anticipated on-site to scrape the top one to two inches of soil to create a level surface and install gravel to serve as a temporary parking surface. In addition, the installation of site drainage infrastructure could require grading of small

areas to a depth of 24 inches (2 feet). Depending on the amount of needed compaction, soil import could be required for the leveling of the parking area for the cars and the stormwater detention area. These site preparation activities would utilize typical off-road equipment, including but not limited to dozers, tractors/loaders/backhoes, excavators, forklifts, paving equipment, or rollers that would not generate excessive groundborne vibration or groundborne noise levels. And as noted above, the proposed project does not include pile driving or other vibratory activities during construction. Thus, less than significant impacts would occur during construction of the proposed project.

PROJECT OPERATIONS

The proposed project includes the use of vehicles (passenger vehicles), but does not include the use of heavy trucks or other sources of vibration. The vehicles would be individually driven to/from the project site from/to The Port of Hueneme. The individual vehicles are much lighter in weight than loaded transport trucks, and would generate substantially less vibration than transport trucks.⁵⁷ Thus, less than significant impacts would occur during operation of the proposed project. In conclusion, implementation of the proposed project would have a less than significant impact relative to groundborne vibration or groundborne noise levels.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

AIRPORT OR AIRCRAFT NOISE

The proposed project could expose people residing or working within the airport land use plan for Oxnard Airport or within two miles of Naval Base Ventura County Point Mugu to excessive noise levels (Threshold NOI-5).

Impact Analysis: The project site is not located within two miles of a private airstrip, public airport, or public use airport. However, the project site is located within the Military Influence Area for Naval Base Ventura County (NBVC) Port Hueneme and NBVC Point Mugu,⁵⁸ as shown in *Exhibit 5.11-3, Military Influence Areas*. The Military Influence areas are intended to address City actions in or near NBVC installations, operations areas, and or along designated mobilization routes.

The *Airport Comprehensive Land Use Plan for Ventura County (Ventura County ACLUP)* identifies four noise and safety zones for NBVC Point Mugu: Clear Zone (CZ), Accident Potential Zone (APZ)-1 and APZ-2, and TPZ (Traffic Pattern Zone). The project site is outside the four noise and safety zones for NBVC Point Mugu, as shown in *Exhibit 5.11-4, NBVC Point Mugu Military Compatibility Zones*.

The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. There are three primary sources of noise in a jet engine: the exhaust, the turbomachinery, and the fan. A portion of the project site is within the FAR Part 77 Airspace for NBVC Point Mugu,

57 Source: City of Oxnard, *MND 18-02*, personal communications with Justin Link, City Traffic Engineer, 2018.

58 Naval Base Ventura County (NBVC) Point Mugu was previously identified as Naval Air Station (NAS) Point Mugu.

specifically the Approach Departure Surface 50:1 and Transition Surface 7:1, and thus would be subject to aircraft noise.

As illustrated on *Exhibit 5.13-1, NBVC Point Mugu Fixed Wing Departure Tracks*, the project site is located within the consolidated departure track 09A for Runway 09. This departure track initially travels northeast and then turns left (west) to follow Port Hueneme Road to the Pacific Ocean. The project site is not located within any other tracks associated with the various aircraft used at NBVC Point Mugu, listed below:

- Rotary wing pattern tracks (helicopter touch-and-go tracks)
- Rotary wing arrival and departure tracks
- Fixed wing pattern tracks (touch-and-go tracks)
- Fixed wing arrival tracks
- Overhead break arrival tracks
- Fixed wing departure tracks

The project site is located outside of the 60 CNEL Noise Subzone for NBVC Point Mugu, refer to *Exhibit 5.13-2, NBVC Point Mugu Military Compatibility Area Noise Zone*. As shown on *Exhibit 5.13-2*, the 60 CNEL Noise Subzone is west of the project site within Ventura County.

While the proposed project would occasionally experience noise associated with NBVC Point Mugu aircraft, this occasional exposure would not subject people working on the project site to excessive noise levels, given the project site is not with the 60 CNEL Noise Subzone for NBVC Point Mugu. Residential uses are not proposed, so there would be no impacts to residents. Impacts are concluded to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

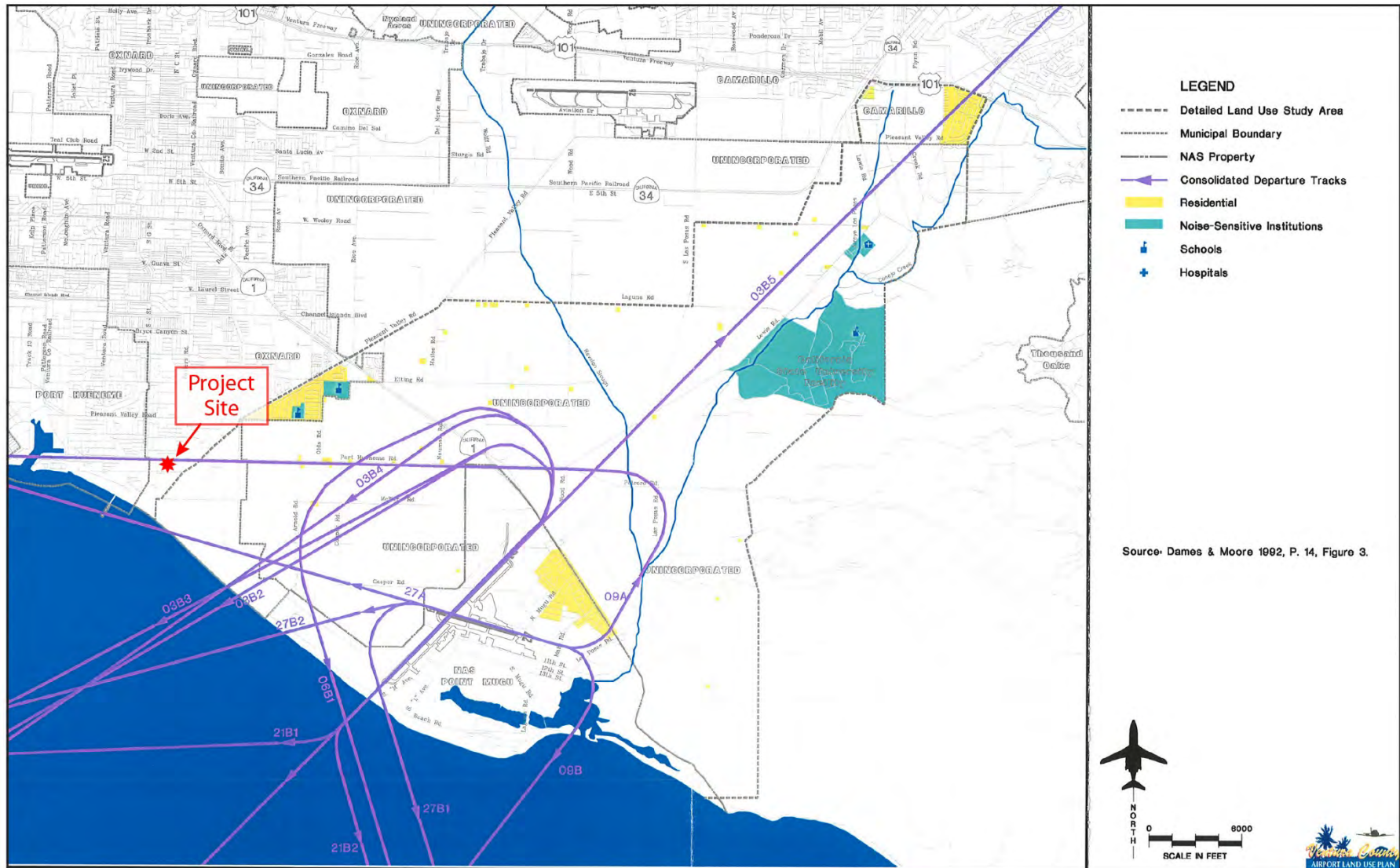
Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

EXHIBIT 5.13-1 NBVC POINT MUGU FIXED WING DEPARTURE TRACKS

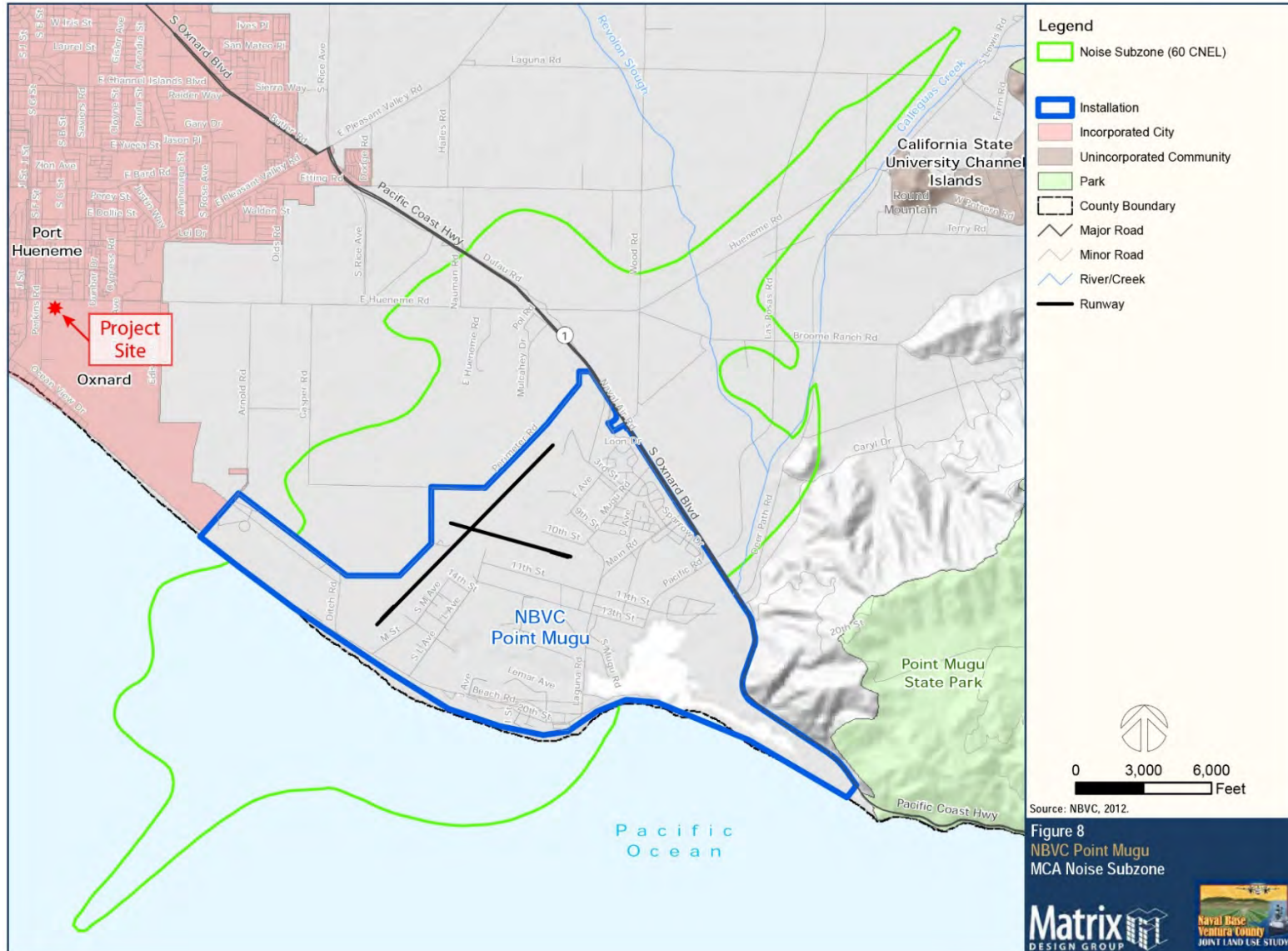


Source: Dames & Moore 1982, P. 14, Figure 3.

Source: Ventura County Airport Land Use Plan (July 2000)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.13-2 NBVC POINT MUGU MILITARY COMPATIBILITY AREA NOISE ZONE



Source: Naval Base Ventura County Joint Land Use Study (September 2015)

NON-HUMAN SPECIES NOISE EXPOSURE

The proposed project could expose non-human species to excessive levels (Threshold NOI-6).

Impact Analysis: A biological resources inventory was prepared in April 2018 to evaluate the likelihood of special-status species on and within a 100-foot buffer around the project site, as well as follow-up review of on-site biological resources in November 2020; refer to Section 5.4, Biological Resources. As determined in April 2018 and confirmed in November 2020, no special-status plant species or sensitive natural community types were observed or detected during either site reconnaissance.

However, as concluded in Section 5.4, the proposed project would result in a potentially significant impact to suitable habitat for the Burrowing owl and the California horned lark, as well as a potentially significant impact to ground-nesting bird species: western meadow lark, Burrowing owl), and the California horned lark. With the implementation of Mitigation Measure MM BIO-1, project-related impacts to these special-status species or habitat are reduced to less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact.

Mitigation Measures

Refer to Mitigation Measure MM BIO-1.

No additional mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated.

5.13.7 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable noise impacts.

Impact Analysis:

SHORT-TERM CONSTRUCTION NOISE IMPACTS

Construction activities associated with the proposed project and cumulative projects may overlap, resulting in construction noise in the area. However, construction noise impacts primarily affect the areas immediately adjacent to the construction site. Construction noise for the proposed project was determined to be less than significant with adherence to the City's Noise Ordinance. This project-level impact is due to local receptors and would not contribute cumulatively to construction noise in other areas of the City of Oxnard or the City of Port Hueneme.

Furthermore, the City of Oxnard has no control over the timing or sequencing of the related projects, and as such, any quantitative analysis to ascertain the daily noise that assumes multiple, concurrent construction would be highly speculative. Construction-related noise for the proposed project and each related project would be localized. In addition, it is likely that each of the related projects would have to comply with the applicable City Municipal Code and/or Noise Ordinance, as well as mitigation measures that may be prescribed pursuant to CEQA provisions that require significant impacts to be reduced to the extent feasible.

Construction noise is localized in nature and drops off rapidly from the source and no foreseeable project is near enough for its noise to overlap with the proposed project's construction even if construction occurred simultaneously. Thus, the proposed project would not result in a cumulatively considerable contribution to construction related noise impacts; impacts would be less than significant.

LONG-TERM CUMULATIVE NOISE IMPACTS

The proposed project would contribute to cumulative noise in the area due to vehicles being driven on the on-site gravel parking surface and employees working on-site. The noise levels associated with the proposed project would be similar to or less than noise generated by the adjacent commercial and industrial uses, and would not result in a substantial increase in noise over pre-project conditions.

Cumulative Stationary Noise

The proposed project would not result in stationary long-term equipment that would significantly affect surrounding sensitive uses resulting in a significant cumulative impact. Thus, less than significant impacts would occur.

Cumulative Mobile Noise

Only the proposed project and growth due to occur in the project site's general vicinity would contribute to cumulative noise impacts. The proposed project is a temporary vehicle outdoor storage facility that would operate for a maximum to five years. Thus, the proposed project would not result in long-term mobile noise impacts based on proposed project-generated traffic as well as cumulative and incremental noise levels. Therefore, the proposed project in combination with cumulative traffic noise levels would result in a less than significant cumulative impact, and the proposed project's contribution is less than cumulatively considerable.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.13.8 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to noise following imposition of the identified mitigation measures, and compliance with federal, state, and local regulatory requirements. Therefore, no significant unavoidable noise impacts would occur as a result of the proposed project.

5.13.9 Sources Cited

Christopher A. Joseph & Associates, *Sakioka Farms Business Park Specific Plan Draft Environmental Impact Report*, September 2010.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *Oxnard City Code, Chapter 7, Article XI*, Current through local legislation Ord. No. 2975, passed February 18, 2020.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Cyril M. Harris, *Handbook of Noise Control*, 1979.

Federal Transportation Administration, *Transit Noise and Vibration Impact Assessment*, May 2006.

Rincon Consultants, Inc., *Follow-Up Biological Services for a 34-acre lot located in Oxnard for the Oxnard Harbor District*, November 4, 2020.

Rincon Consultants Inc., *Biological Resources Inventory, 34-Acre Project Site, City of Oxnard, Ventura County, California*, April 27, 2018.

State of California, Office of Planning and Research, *General Plan Guidelines*, October 2003.

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5.14 POPULATION AND HOUSING

5.14.1 Summary

The table below summarizes the significance threshold criteria utilized in the population and housing analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold PH-1: Involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects.</i>				X
<i>Threshold PH-2: Induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects.</i>				X
<i>Threshold PH-3: Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing.</i>				X
<i>Threshold PH-4: Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing.</i>				X

Cumulative population and housing impacts were concluded as No Impact.

5.14.2 Regulatory Setting

STATE

SB 375 – The Sustainable Communities and Climate Protection Act of 2008

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emissions reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32). SB 375 requires California Metropolitan Planning Organizations to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. The SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house the region’s population; identify areas within the region sufficient to house an eight year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding

resource areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC Section 7401 et seq.). The development pattern in the SCS, when integrated with the transportation network and other transportation measures and policies, must reduce the GHG emissions from automobiles and light duty trucks to achieve the GHG emissions reduction targets approved by the California Air Resources Board (CARB). If the SCS does not achieve the GHG emissions targets set by CARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the Regional Housing Needs Assessment (RHNA) and regional transportation plan processes. The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of 3% of the regional population forecast completed by the Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than 3%, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Under previous law, the housing element was required to be updated as frequently as needed and no less than every 5 years. Now per SB 375, this period has been lengthened to 8 years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element.

California Department of Housing and Community Development

State housing law (*California Government Code* Section 65580 et seq.) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every general plan must contain, and it is required to be updated every eight years and determined legally adequate by the state. The purpose of the housing element is to identify the community's housing needs and state the community's goals and objectives regarding housing production, rehabilitation and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the SCS. Refer to additional information regarding RHNA below.

REGIONAL

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is the responsible agency for developing and adopting regional housing, population and employment growth forecasts for local governments from Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura counties. The City of Oxnard is located within the south Ventura County Subregion, 1 of 15 Sub-Regional Organizations in the SCAG Region.

SCAG’s demographic data is developed to enable the proper planning of infrastructure and facilities to adequately meet anticipated growth needs. SCAG adopted its *Connect SoCal, 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or 2020-2045 RTP/SCS)* on September 3, 2020, which presents over 4,000 transportation projects for the SCAG region through the year 2045. The Connect SoCal plan aims to establish a long-term investment framework for addressing the region’s mobility and housing needs by balancing economic, environmental, and public health goals.

Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. In cooperation with HCD, local governments and councils of governments (COGs) are charged with determining the existing and projected housing need as a share of the statewide housing need of their city or region.

The RHNA is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group within each jurisdiction during specific planning periods. The RHNA allows communities to anticipate growth, so that collectively the region can grow in ways that enhance quality of life, improve job access, promote transportation mobility, and address social equity and fair share housing needs. With the adoption of the *Connect SoCal* plan on September 3, 2020, SCAG adopted the 6th cycle RHNA allocation plan, which will cover the planning period from October 2021 to October 2029. Housing elements for the 6th RHNA cycle must be adopted by October 2021 (or within the 120-day subsequent grade period).

CITY OF OXNARD

General Plan Housing Element

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *City of Oxnard General Plan* Housing Element (Chapter 8) are listed below.

- | | |
|--------------|--|
| Goal H-2: | Opportunities for the development of quality new housing. |
| Policy H-2.6 | <i>Commercial or Industrial Rezoning</i> : Investigate the rezoning of commercial and industrial parcels for residential uses. |

5.14.3 Environmental Setting

POPULATION AND HOUSING

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between five to ten feet.

Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south, undeveloped land south of the Ventura County Railway (VCRR) railroad tracks, and permitted coastal dependent industrial uses to the west. Proposed development near the project site includes a truck trailer storage facility to the east and future wetland restoration to the south.

5.14.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, population and housing impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold PH-1:* Involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects.
- *Threshold PH-2:* Induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects.
- *Threshold PH-3:* Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing.
- *Threshold PH-4:* Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing.

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.14.5 Project Impacts and Mitigation Measures

POPULATION INCREASE

The proposed project could induce substantial unplanned population growth either directly or indirectly (Threshold PH-1, Threshold PH-2).

Impact Analysis: The project site is zoned M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone), which is intended for industrial uses that conduct fabrication, assembly, and/or the processing of materials primarily within a building.

The project site is vacant and undeveloped, and the surrounding area to the north, south, west and east is primarily developed and urbanized. No residentially designated land is located immediately adjacent to the project site. The proposed project does not involve a General Plan Amendment, nor does it include housing units as part of the proposal. In addition, no indirect unplanned growth would occur as the project site is adequately served by existing roads and other infrastructure.

The proposed project includes the temporary storage of vehicles for a maximum period of five years that would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times. The employees are anticipated to be from the local population and existing workforce in the area and therefore would not result in an increase in population. Consequently, the proposed project would not induce substantial growth on the site, nor to the surrounding area. No impact would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

LOSS OF EXISTING HOUSING UNITS

The proposed project could result in a net loss of housing units (Threshold PH-3, Threshold PH-4).

Impact Analysis: The proposed project would not result in a net loss of housing units through demolition, conversion, or other means as the project site is currently vacant. There would be no need for the development of replacement housing as the proposed project would have no impact to existing housing units.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.14.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to population and housing.

Impact Analysis: As indicated in *Table 4-1, Cumulative Projects*, the related projects and other possible development would occur within the City of Oxnard and the City of Port Hueneme. Based on the projects

identified in *Table 4-1*, cumulative development would result in a variety of new residential and non-residential uses.

Cumulative projects would be evaluated on a project-by-project basis, undergoing a similar plan review process as the proposed project, to determine potential land use planning policy, zoning, and regulatory impacts. It is assumed that cumulative project development would be analyzed in order to ensure that the goals and policies of the General Plan, and regulations and guidelines of the Municipal Code are upheld. Thus, implementation of the proposed project, combined with other development, would result in less than significant cumulative use impacts as other projects are implemented within the City of Oxnard and the City of Port Hueneme.

The *City of Oxnard 2030 General Plan (2030 General Plan)* designates the site as Industrial Limited (I LT) and Park (PRK), and as such has accounted for future development on the site. As indicated previously, the site is not located within an area designated for residential development. The proposed project includes use(s) that are compatible with the land use and zoning designations and any new growth on the project site under the I LT and PRK designations was analyzed in the *2030 General Plan Environmental Impact Report* and is accounted for in the General Plan buildout projections.

Cumulative impacts relative to population and housing were analyzed in the *2030 General Plan PEIR*, which concluded that the Preferred Land Use Plan would not displace substantial numbers of housing or people, and that the Preferred Land Use Plan would, in fact, accommodate additional housing and employment opportunities. Policies and programs included in the *2030 General Plan* address and provide growth management programs, land use controls and other mechanisms for preserving existing housing supply.

Implementation of the proposed project would not eliminate or demolish any existing acreage designated for residential use or housing units; therefore, implementation of the project site would not contribute to a cumulatively considerable impact on population and housing. Thus, implementation of the proposed project would have no impact.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.14.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no project or cumulative impacts related to population growth and housing supply. Therefore, no significant unavoidable population or housing impacts would occur as a result of the proposed project.

5.14.8 Sources Cited

City of Oxnard, *City of Oxnard Housing Element 2013-2021*, November 2016.

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report*, February 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Southern California Association of Governments, *Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy of the Southern California Association of Governments*, September 3, 2020.

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5.15 PARKS AND RECREATION

5.15.1 Summary

The table below summarizes the significance threshold criteria utilized in the parks and recreation analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold PR-1: Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels.</i>				X

Cumulative parks and recreation impacts were concluded as No Impact.

5.15.2 Regulatory Setting

STATE

Quimby Act

Originally passed in 1975, the Quimby Act (*California Government Code Section 66477*) allows cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. This Act allows local agencies to establish ordinances requiring developers of residential subdivisions to pay impact fees for land and/or recreational facilities. Revenues generated through the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended, further defining acceptable uses of or restrictions on Quimby funds, provided acreage and population standards and formulas for determining the exaction, and indicated that the exactions must be closely tied to a project’s impacts.

The Quimby Act established a minimum standard of 3 acres per 1,000 population as the proportionate amount of land necessary to satisfy the park requirement for new subdivisions.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Community Development Chapter (Chapter 3) and Infrastructure and Community Services Chapter (Chapter 4) are listed below.

Balanced Community

- Goal CD-1 A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City.
- Policy CD-1.6 *Public Facilities.* Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community’s vision.

Growth Management

- Goal CD-8 Sensible urban development and redevelopment based on the City’s ability to provide necessary governmental services and municipal utilities.
- Policy CD-8.8 *Public Facility Service Areas.* Provide appropriate service areas for existing and planned public facilities such as a museum, secondary and elementary schools, fire stations, branch libraries, community centers, parks, and infrastructure utility for support facilities.

Parks and Recreation

- Goal ICS-23 A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.
- Policy ICS-23.1 *City Park and Recreation Standards.* Provide park and recreation facilities at a level that meets the standards for neighborhood and community parks as follows:

Type of Park	Net Acres/1,000 Residents	Minimum Net Acres/Park	Service Radius
Mini/Pocket	No Standard	No Standard	1/3 mile
Neighborhood	1.5	5	1/2 - 1 mile
Community	1.5	20	1 1/2 mile
Total	3.0	N/A	N/A

- Policy ICS-23.2 *Park Facility Rehabilitation.* Continue to maintain and rehabilitate parks and recreation facilities.
- Policy ICS-23.3 *Identifying Additional Parklands.* Prior to incorporation of residential projects or areas into the City, assess the need for additional parkland and the need and desire for pet-friendly areas within parks.
- Policy ICS-23.4 *Co-location of Parks and Schools.* Future neighborhood park sites shall be located next to school sites whenever feasible.
- Policy ICS-23.5 *Resident Access to Scenic Areas and Ormond Beach.* Work with appropriate organizations and agencies to provide Oxnard residents with access and possibly interpretive and/or visitor centers to natural/scenic areas such as the Santa Clara River Greenbelt, Ormond Beach, and Oxnard Dunes consistent with resource protection objectives.
- Policy ICS-23.6 *Promoting Community Park Interest.* Enhance community interest and neighborhood pride by promoting a concern for maintaining neighborhood parks and facilities in good condition.
- Policy ICS-23.7 *Park Signage.* Utilize uniform signage, and employ other unifying design features to integrate parks and other municipal facilities and encourage use by residents.
- Policy ICS-23.8 *Buffering Neighborhood Parks.* Create buffer zones between neighborhood park facilities and adjacent residences.

Policy ICS-23.9 *Regional Park Accessibility*. Support efforts to develop regional facilities that are easily accessible to Oxnard’s population.

Policy ICS-23.10 *Park Siting and Design to Maximize Security*. Require that new parks be located and designed in such a way as to facilitate their security and policing.

Reduced Costs and Alternative Funding for Parks

Goal ICS-24 Optimized public investment in parks and recreation by reduced costs and funding alternatives.

Policy ICS-24.1 *Park Funding Methods*. Continue to pursue cost-effective approaches to developing, funding, improving, and maintaining facilities.

Policy ICS-24.2 *Park Operations Fiscal Efficiency*. Evaluate coordinated recreation programming with other public agencies and create service links to avoid duplication of services and budgetary expenditures.

Policy ICS-24.3 *Review Quimby Fee Formula*. Periodically evaluate the appropriate funding level and land dedication rates within the Quimby fee formula.

Recreation Programs

Goal ICS-25 Recreational programs that meet Oxnard’s diverse needs.

Policy ICS-25.1 *Promote Childcare/Youth and Family Programs*. Promote the use of City parks and community centers for childcare/youth and family programs, including programs for after school, holiday, and vacation time periods.

Policy ICS-25.2 *Coordinate Recreation Programs with Other Agencies*. Coordinate recreation programs with those of other public agencies and private non-profit organizations.

Policy ICS-25.3 *Sponsor Specialized Recreation Programs*. Participate with other public agencies and private non-profit organizations to sponsor specialized recreation programs and events such as after school programs, juvenile diversion, and family-oriented activities.

Policy ICS-25.4 *Recreational Opportunities for Lower-Income Families*. Provide opportunities for lower-income families and individuals to participate in City-sponsored recreation and park programs.

Policy ICS-25.5 *Youth Programs and Services*. Provide recreational programs and services that emphasize positive educational and social influences on Oxnard youth.

Policy ICS-25.6 *Recreational Services and Programs Reflecting Cultural Diversity*. Provide and promote recreational services and programs that reflect the cultural diversity of the community.

City Code

City Code Chapter 15 Subdivisions, Article IV Dedications and Reservations, Division 2, Contribution of Park Sites requires as a condition of approval for subdivision that “each 1,000 persons residing within the city there shall be dedicated three acres of land or fees shall be paid in lieu thereof, as determined by the city.” The purpose of this land dedication or fee requirement is intended to implement the adopted Parks, Recreation, and Open Space Element of the 2030 *General Plan*, ensuring sufficient access and quality of parks and recreation facilities to existing and future residents.

5.15.3 Environmental Setting

PARKS AND RECREATION

Oxnard residents enjoy access to a variety of Oxnard parks, open space areas and nearby federal, state, County of Ventura and City of Port Hueneme parks and beaches. The Channel Islands National Park, Santa Monica National Recreation Area, Naval Base Ventura County (NBVC) Golf Course (132 acres), McGrath State Beach (312 acres), and Point Mugu State Beach (13,925 acres) are within proximity to enjoy for day and weekend use by City of Oxnard residents. County parks and beaches adjacent to Oxnard total about 146 acres and Oxnard residents often use 83 acres of Port Hueneme parks and beaches. Existing and planned future parks within the City of Oxnard total about 500 acres. There are a variety of public and privately held areas that are available for limited public use or enjoyable as undeveloped open space, including the Ormond Beach wetlands and Mandalay dunes, totaling about 1,086 acres. The harbor water area and River Ridge golf course add another 643 acres of open space, and recreation for golfers and boaters. In total, there are about 2,700 acres of parks and beaches, open space, and limited access preserve areas available to Oxnard residents.

The *City of Oxnard Parks & Recreation Master Plan – Draft 2020 (Master Plan)* states there are 53 existing parks in the City and two planned, totaling approximately 500 acres of parkland. With a City population of approximately 210,000 in 2020, the parkland demand per 1,000 residents is 630 acres. Traditional city and county parks, beaches, golf courses, and parks total about 1,637 acres, giving a ratio per 1,000 population of 8.1 parkland acres. According to the *Master Plan*, for City-owned and managed traditional park space, the ratio is 2.39 acres per 1,000 residents. Per the *2030 General Plan*, City of Oxnard parks are classified according to the following categories:

- Mini-Parks: Serve a limited target population (e.g., youth, senior citizens) living within a short radius of the park.
- Neighborhood Parks: Serve the surrounding neighborhood, are easily accessible to local residents and provide recreational activities.
- Community Parks: Geared for intense use and provide diverse recreational opportunities to meet the needs of several surrounding neighborhoods. These facilities often include sports complexes, picnic areas, and other amenities.
- Special Purpose Facilities: Areas reserved for specific or single-purpose recreation activities. Oxnard's special purpose facilities include the River Ridge Golf Course, the Bedford Pinkard Skate Park, the Oxnard Tennis Center, Oxnard Shores, Oxnard Beach Park and Ormond Beach.

Oxnard also offers a wide variety of youth and adult recreational programs designed to meet the needs of residents of all ages. Programs include: After School Program, Mobile Activity Center (MAC), Oxnard Police Activities League (PAL), and the City Corps Program. The City of Oxnard maintains eight community facilities that provide a variety of community programs and services. The City also provides specialized services for youth and senior residents at its three Youth Centers and three Senior Centers.

Numerous additional recreational opportunities exist within the City. These opportunities include performing arts, museums, and cultural centers and are staffed and run by local non-profit and private organizations. Given Oxnard's coastal location, recreational activities extend outside the City's boundaries, including whale watching, water sports, fishing, and other activities. Lastly, the City is host to a wide range of special events that celebrate a variety of cultural, historical, and seasonal topics and represent the community's diversity.

Southwinds Park (approximately 8 acres) is located north of the project site at West Clara and Courtland Streets, and Garden City Acres Park (6 acres) is located along Cypress Road, just northeast of the project site. Ormond Beach is south of the project site and offers approximately 630 acres of wetland restoration and provides potential natural recreation opportunities.

5.15.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, parks and recreation impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold PR-1:* Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.15.5 Project Impacts and Mitigation Measures

The proposed project could increase the use of existing parks or recreational facilities resulting in, or accelerating, substantial physical deterioration of the facility; the proposed project could also include recreational facilities, or expand or require construction of recreational facilities, which might adversely affect the environment (Threshold PR-1).

Impact Analysis: The proposed project does not involve the construction of any permanent or temporary residential facilities that would increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or accelerate such that new or expanded park facilities would be needed to maintain acceptable service levels.

A portion of the project site is designated as Park (PRK) on the General Plan Map,⁵⁹ however, the site is designated as Light Manufacturing – Planned Development (M1-PD) on the Zoning Map.⁶⁰ The *Master Plan* does not specify a park site on the project site. Given that an industrial use is proposed, the proposed project is not subject to *City Code* Chapter 15 Subdivisions, Article IV Dedications and Reservations, Division 2, Contribution of Park Sites, however, the proposed project would be subject to other applicable Development Impacts Fees stipulated in the *City Code*.

No residential uses or recreational facilities are proposed, as the proposed project involves the development of a temporary outdoor vehicle storage facility. The proposed project would not generate new residents; however, new employees would be added to the daytime population that could use existing parks and recreational facilities. It is not anticipated that the 14 employees associated with the proposed project would result in a significant increase in the use of existing City park and recreational

59 City of Oxnard, *City of Oxnard General Plan Map*, Revised September 11, 2014.

60 City of Oxnard, *City of Oxnard Zoning Map*, Revised January 11, 2017.

facilities. The employees would be from the local population and existing workforce in the area, thus, there would be no new demand of the existing park facilities.

The proposed temporary outdoor vehicle storage facility does not include permanent structures, but could operate for a maximum of 5 years.

Currently, the City is not proposing any new park facilities; however, long-range planning for parks and recreation within the City is reflected in the *Master Plan*. Goal 2 of the *Master Plan* is to diversify amenities and facilities through a range of strategies that include, but are not limited to the following:

- Designing Parks For Flexibility And Multi-Use
- Focus On Existing Parks Before Adding More
- Make Each Park Distinct
- Joint-Use Strategies For Necessary Amenities
- Design Parks That Reflect The Neighborhood Culture
- Ensure Accessible Programs & Equipment
- Address Program Gaps Through Partnerships + In-House Programming
- Provide Transformative Programming
- Upgrade Capacity For New, Expanded Programs And Facilities

The proposed project would not preclude the future use of the site for park facilities or land uses allowed per the *2030 General Plan*. Thus, the proposed project would have no impact to existing park or recreational facilities, nor the need to construct or expand park and recreational facilities.

The proposed project does not involve the construction of any permanent or temporary facilities that would increase the need for, or use of, other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Thus, the proposed project would have no impact to other park or recreation facilities.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.15.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to parks and recreation.

Impact Analysis: The *2030 General Plan* designates the site as Industrial Limited (I LT) and Park (PRK), and as such has accounted for future development on the site. As indicated previously, the proposed project does not involve the construction of any permanent or temporary recreational facilities that would require inclusion or construction of new or expanded park/recreational facilities to satisfy a regulatory minimum.

The proposed project is temporary in nature and, in combination with the impacts of past, present, and the reasonably foreseeable future, would not exceed a City significance threshold. The cumulative growth in population and related parkland needs have been planned for in the 2030 General Plan.

Therefore, the proposed project would not contribute to any cumulative impact considered to be cumulatively considerable.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.15.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no project and cumulative impacts related to parks and recreation. Therefore, no significant unavoidable parks or recreation impacts would occur as a result of the proposed project.

5.15.8 Sources Cited

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan, Draft Program Environmental Impact Report, Volume I of II*, February 2009.

City of Oxnard, *City of Oxnard General Plan Map*, 2030 General Plan Adopted October 2011, Map Revised September 11, 2014.

City of Oxnard, *City of Oxnard Zoning Map*, Map Revised January 11, 2017.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *Municipal Code Chapter 15 Subdivisions, Article IV Dedications and Reservations, Division 2 Contribution of Park Sites*, 1964.

City of Oxnard, *City of Oxnard Parks & Recreational Plan*, November 2020.

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5.16 WILDFIRE AND FIRE PROTECTION

5.16.1 Summary

The table below summarizes the significance threshold criteria utilized in the wildfire and fire protection analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold WFP-1:</i> Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.			X	
<i>Threshold WFP-2:</i> Substantial impairment of an adopted emergency response plan or emergency evacuation plan.			X	
<i>Threshold WFP-3:</i> Due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.				X
<i>Threshold WFP-4:</i> Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.				X
<i>Threshold WFP-5:</i> Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.				X

Cumulative wildfire and fire protection impacts were concluded as a Less than Significant Impact.

5.16.2 Regulatory Setting

FEDERAL

Disaster Mitigation Act of 2000

The Disaster Mitigation Act (DMA) of 2000, passed on October 30, 2000, amended the Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Stafford Act) by repealing the act’s mitigation section (409) and replacing it with a new mitigation planning section (322). This new section emphasizes the need for state, tribal, and local entities to closely coordinate mitigation planning and implementation efforts. To implement these requirements, the Federal Emergency Management Agency (FEMA) published an Interim Final Rule in the Federal Register on February 26, 2002.

STATE

Public Resources Code 4201-4204/Government Code 51175-89

Public Resources Code 4201-4204 (Fire Hazard Severity Zones)/Government Code 51175-89 (Very High Fire Hazard Severity Zones) directed California Department of Forestry and Fire Protection (CAL FIRE) to map significant fire hazard areas based on fuels, terrain, weather, and other relevant factors. These areas, or zones, are referred to as Fire Hazard Severity Zones and represented as very high, high, and moderate. Typically, the maps are divided into “local responsibility area” and “state responsibility area.” Fire protection for local responsibility areas include city fire departments, fire protection districts, counties, and areas under contract with CAL FIRE for fire protection. State responsibility areas include areas where the State has financial responsibility for wildfire protection, which does not include incorporated cities or federal ownership. Fire prevention and suppression of any area that is not a state responsibility area is the primary responsibility of local or federal agencies.

2019 California Fire Code, Title 24, Part 9

Part 9 of Title 24 is known as the *California Fire Code*, which sets minimum fire protection requirements, with the intent to protect the public health, safety, and general welfare of the public from fire hazards. The *California Fire Code* also strives to provide safety and assistance to fire fighters and emergency responders. Fire concern, as of late, is no minor topic of concern in California, with a majority of the most destructive fires in the state’s history occurring within the last decade.

REGIONAL

2015 Ventura County Multi-Hazard Mitigation Plan

The *2015 Ventura County Multi-Hazard Mitigation Plan (2015 MHMP)* is written to (1) address the local mitigation planning requirements of the Disaster Mitigation Act of 2000 (DMA 2000) for Unincorporated Ventura County and other local participants; and (2) address the 510 Floodplain Management Planning activities of the Community Rating System (CRS) for the Ventura County Watershed Protection District (VCWPD) on behalf of Unincorporated Ventura County and the City of Oxnard.⁶¹ Figure F-15: Wildfire Hazard Severity Zones in the *2015 MHMP* illustrates the areas within Ventura County that are most susceptible to wildfires. Very high fire hazard severity areas are located in mountainous or hillside areas.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Infrastructure and Community Services Chapter (Chapter 4) and Safety and Hazards Chapter (Chapter 6) are listed below.

Infrastructure and Community Services

Goal ICS-20	New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.
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⁶¹ County of Ventura, *2015 Ventura County Multi-Hazard Mitigation Plan*, September 2015.

- Policy ICS-20.3 *Commercial and Industrial Sprinkler Requirements.* Require new commercial, residential, and industrial development to provide sprinklers and related fire detection and suppression equipment per City Fire Department requirements and incorporate measures for fire prevention and access for fighting personnel and equipment.
- Policy ICS-20.4 *Fire Prevention Mitigation Fee.* Consider implementing a Fire Prevention Mitigation Fee to provide a continued adequate level of fire prevention service.
- Policy ICS-20.5 *Fire Services to New Development.* Require new development to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvement costs.
- Policy ICS-20.7 *Adherence to City Standards.* Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.
- Policy ICS-20.8 *Development Review.* Require new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.
- Policy ICS-20.10 *Adequate Emergency Access Routes.* Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.
- Policy ICS-20.12 *Weed Abatement.* Maintain a weed abatement program to ensure clearing of dry brush areas. Weed abatement activities shall be conducted in a manner consistent with all applicable environmental regulations.

Safety and Hazards

- Goal SH-3 New development required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.
- Policy SH-3.1 *Location of New Development.* Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential.
- Policy SH-4.1 *Coordination of Disaster Services.* Coordinate with the County Office of Emergency Services, other cities, US Navy, State Office of Emergency Services, State Emergency Operations Center (EOC), and FEMA to coordinate emergency preparedness planning.
- Policy SH-4.2 *Continued Evaluation of Emergency Response Plans.* Continue to evaluate, develop, and practice emergency response plans in light of changing natural and man-made risks and hazards, and in coordination with County, State, and Federal emergency planning.
- Policy SH-4.6 *Access and Evacuation Corridors.* Ensure that access and evacuation corridors are identified in the event of various types of minor and major emergencies.

Fire Protection Planning Guide (Design for Fire and Life Safety)

The City of Oxnard Fire Department, Fire Prevention Division has included access and fire protection requirements in its Fire Protection Planning Guide (Design for Fire and Life Safety). The Guide outlines the requirements the Fire Marshal and Fire Prevention staff will consider in the review and approval of specific projects. Access requirements specify clearance, addressing, and fire hydrants.

5.16.3 Environmental Setting

PROJECT SITE

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between five to ten feet. Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south and permitted coastal-dependent industrial uses to the west.

WILDFIRE

Figure F-15: Wildfire Hazard Severity Zones in the 2015 MHMP illustrates that the project site is not within a Fire Hazard Severity Zone, nor is within proximity to a Fire Hazard Severity Zone. The 2015 MHMP states that the climate in Ventura County is characterized as Mediterranean dry summer featuring cool, wet winters and warm, dry summers. Vegetation is dried during the long, hot summer, decreasing plant moisture content and increasing the ratio of dead fuel to living fuel. As a result, fire susceptibility increases dramatically, particularly in late summer and early autumn.⁶² However, the project site is within the City of Oxnard, which is built up and has minimal to no wildland fire interface similar to other cities/unincorporated communities in Ventura County. The California Fire Hazard Severity Zone (FHSV) online map viewer also shows the project site is not located within a High or Very High Fire Hazard Severity Zone.⁶³

FIRE PROTECTION

The Oxnard Fire Department (OFD) provides a full range of emergency and non-emergency services to the community. The mission of the Oxnard Fire Department is to serve the public and safeguard the community by preventing or minimizing the impact of emergency situations to life, the environment, and property by responding to both emergency and non-emergency calls for service.

In 2000, the City had a staffing ratio of 0.48 firefighters per 1,000 residents. Currently, the ratio is 0.46 per 1,000 residents, below the national average of 1.5 firefighters per 1,000, and below the California average of 1.0 per 1,000 residents.⁶⁴ The OFD projected the need for three additional fire stations to provide sufficient response to meeting existing needs and future demand, each with an engine apparatus and three assigned staff. As of April 2020, there are eight fire stations in Oxnard that are staffed by 124 uniformed members.⁶⁵

In 2019, with a population of approximately 209,879, Oxnard's ratio was one firefighter per approximately 1,693 residents, and the eight fire stations serve approximately 26,000 residents per station. In comparison, the National Fire Protection Agency recommends one fire station for every 15,000 residents. The OFD would require an additional 86 firefighters to equal the California average of 1.0 firefighter per

62 County of Ventura, *2015 Ventura County Multi-Hazard Mitigation Plan*, September 2015.

63 California Department of Forestry and Fire Protection, Fire Resource and Assessment Program (FRAP), Fire Hazard Severity Zone (FHSZ) Viewer <https://egis.fire.ca.gov/FHSZ/>, accessed October 28, 2020.

64 City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011 (includes amendments through December 2016).

65 City of Oxnard, *Project Bruin Environmental Site Assessment Phase I Phase II*, May 2020.

1,000 residents.⁶⁶ The OFD is currently rated as a Class 2 fire department by the Insurance Services Office (ISO). The ISO rating evaluates the fire department, the City’s water system, and the fire department’s communication capabilities. ISO rating is important to communities since most property insurance companies determine the fire risk portion of property insurance premiums on the City’s ISO rating. Oxnard was last rated by the ISO in 1994.

The Oxnard Fire Department serves the project site. The closest station, Fire Station No. 2 is located at 531 Pleasant Valley Road, approximately 1.2 miles from the project site and within a five-minute range. Fire Station No. 2 is also the furthest south of all the fire stations in the City and therefore the closest to the project site. This distance and time length align with OFD’s goal of providing a fire unit on the scene within 5 minutes, 5 seconds,⁶⁷ typically achieved within a distance of 1.2 miles.

The OFD has mutual aid agreements with the City of Ventura and City of Camarillo to send available engines to respond to incidents. In addition, the City of Oxnard, City of Ventura, and Ventura have a specialized mutual aid agreement that provides Urban Search and Rescue (USAR) personnel and equipment to “Technical Rescue” incidents that exceed a single agency’s capabilities.

5.16.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines (May 2017)* and *CEQA Guidelines Appendix G Initial Study Environmental Checklist (January 1, 2020 effective date)* have been utilized as thresholds of significance in this Section. Accordingly, wildfire risk and/or impacts to fire protection resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold WFP-1:* Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.
- *Threshold WFP-2:* Substantial impairment of an adopted emergency response plan or emergency evacuation plan.
- *Threshold WFP-3:* Due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.
- *Threshold WFP-4:* Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.
- *Threshold WFP-5:* Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot

66 City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011 (includes amendments through December 2016).

67 City of Oxnard, *Project Bruin Environmental Site Assessment Phase I Phase II*, May 2020.

be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.16.5 Project Impacts and Mitigation Measures

FIRE SERVICE PROTECTION

The proposed project could increase the demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects (Threshold WFP-1).

Impact Analysis: The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of 5 years. The proposed project does not include the construction of permanent buildings; however, a guard house and a portable restroom would be installed on-site. The vehicle storage facility would be staffed by 14 employees: 3 security guards, up to 10 vehicle drivers, and 1 shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the vehicle storage facility between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times.

Access to the temporary outdoor vehicle storage facility would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access and would remain upon expiration of the Special Use Permit. One emergency access driveway at the terminus of Saviers Road at Hueneme Road would be provided. This emergency access driveway would also include a Knox Box for emergency access and would remain upon expiration of the Special Use Permit.

On-site construction, including installation of the guard house, would comply with City Fire and Building Codes. Operation of the proposed project is anticipated to generate a typical range of service calls including fire suppression, emergency medical, and emergency rescue requests for service. Fire Station No. 2, located at 531 Pleasant Valley Road, is approximately 1.2 miles from the project site and would provide fire protection services within a reasonable response time in accordance with the Fire Department's goals.

The proposed project would not result in not a significant increase in demand for fire protection services or require new or expanded facilities to maintain acceptable service levels. Thus, the proposed project would have a less than significant impact to fire protection services.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

EMERGENCY RESPONSE

The proposed project could substantially impair an adopted emergency response plan or emergency evacuation plan (Threshold WFP-2).

Impact Analysis: The project site is located in the City of Oxnard, Ventura County’s largest urban community, and has limited exposure to wildfire hazard. The City of Oxnard Fire Department would serve the project site. Table L-3 in the *2015 MHMP* notes that zero percent of the Oxnard population lives in the High or Very High Fire Hazard Zones, which include the project site. As stated in the *2015 MHMP*, within Ventura County, warning and evacuation systems are implemented as ongoing mitigation programs.

City Code Chapter 6 Code provides information for organization and City functions/duties during an emergency, including the Office of Emergency Services and Disaster Council. Both of these entities are established in a proclaimed state of emergency. The City of Oxnard Fire Department is responsible for and manages the safety and evacuation of residents during a large scale incident/disaster, along with emergency services and responses; however, transportation-related hazards involving interstates or state maintained facilities are managed through the California Department of Transportation (Caltrans) District 7.

Emergency vehicles would continue to have access to project-related and surrounding roadways during construction and upon completion of the proposed project, as the proposed project would be subject to review and approval by all applicable City departments to ensure the proposed project complies with City requirements that do not allow interference with access to emergency responses. Thus, less than significant impacts would occur.

The City’s Emergency Operations Plan anticipates that all major streets within the City would serve as evacuation routes. The City’s highways and arterial streets maintain minimum right of way widths, and would continue to ensure that various evacuation routes are accessible to residents. As such, the proposed project would not interfere with an adopted emergency response plan and/or the emergency evacuation plan and less than significant impacts would occur.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

WILDFIRE RISKS

The proposed project could intensify wildfire risks due to slope, prevailing winds, and other factors, thereby exposing project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire (Threshold WFP-3).

Impact Analysis: The project site is located in the southeast portion of the City and away from any major hillsides where a wildfire could encroach from the east or the north, making the site less susceptible to wildfire hazards. The project site is also not located within a High or Very High Fire Hazard Severity Zone.⁶⁸ Therefore, no impact would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

INFRASTRUCTURE NEEDED DUE TO WILDFIRE

The proposed project could require the installation or maintenance of infrastructure (roads, fuel breaks, emergency water sources, power lines or other utilities) that may worsen fire risk or may result in temporary or long-term environmental impacts (Threshold WFP-4).

Impact Analysis: The City of Oxnard is not situated in a wildland-urban interface and is not subject to high wildfire risk. The project site is served by the City of Oxnard Fire Department and is not adjacent to or within a very/very high fire hazard area. The proposed project would install infrastructure on-site to serve the temporary outdoor vehicle storage facility, including electricity, water, and stormwater. However, the on-site infrastructure is not needed due to past wildfires nor would it worsen wildfire risks at the project site. Therefore, no impact would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

⁶⁸ California Department of Forestry and Fire Protection, Fire Resource and Assessment Program (FRAP), Fire Hazard Severity Zone (FHSZ) Viewer <https://egis.fire.ca.gov/FHSZ/>, accessed October 28, 2020.

FLOODING AND LANDSLIDES DUE TO WILDFIRE

The proposed project could expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes (Threshold WFP-5).

Impact Analysis: The project site is located in the City of Oxnard, Ventura County’s largest urban community, and has limited exposure to wildfire hazard. The site is not subject to downslope or downstream flooding, nor is it susceptible to landslides as the site is fairly flat and within built up, urban development. Therefore, no impact would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.16.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to fire protection services or wildfire risks.

Impact Analysis: Implementation of the proposed project and related cumulative projects could increase the demand on fire protection services provided by the City of Oxnard and adjacent jurisdictions. Individual city and county jurisdictions have standards for reviewing new development projects to ensure that adequate fire protection services would be available and that fire codes and requirements are met. Each cumulative project would be reviewed on a project-by-project basis for compliance with minimum standards and if necessary, would be required to mitigate to the extent feasible potential impacts to fire protection services associated with the proposed development. Therefore, the proposed project would have a less than significant contribution to a cumulatively considerable impact to fire protection services and wildfire risk.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.16.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project and cumulative impacts related to fire protection services or wildfire risks. Therefore, no significant unavoidable fire protection service or wildfire risk impacts would occur as a result of the proposed project.

5.16.8 Sources Cited

California Department of Forestry and Fire Protection, Fire Resource and Assessment Program (FRAP), Fire Hazard Severity Zone (FHSZ) Viewer <https://egis.fire.ca.gov/FHSZ/>, accessed October 28, 2020.

City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

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City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *Project Bruin Environmental Site Assessment Phase I Phase II*, May 2020.

City of Oxnard Fire Department, *Fire Protection Planning Guide (Design for Fire and Life Safety)*, date unknown.

County of Ventura, *2015 Ventura County Multi-Hazard Mitigation Plan*, September 2015.

International Code Council, Inc., *2019 California Fire Code California Code of Regulations, Title 24, Part 9*, 2019.

5.17 POLICE PROTECTION

5.17.1 Summary

The table below summarizes the significance threshold criteria utilized in the police protection analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold PP-1: Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.</i>		X		

Cumulative police protection service impacts were concluded to be Less Than Significant.

5.17.2 Regulatory Setting

STATE

Emergency Response/Evacuation Plans

After the 1993 Oakland fire, the State of California passed legislation authorizing the State’s Office of Emergency Services to prepare a Standard Emergency Management System (SEMS) program for managing response to multi-agency and multi-jurisdictional emergencies, and to facilitate communications and coordination among all levels of government and affected agencies within the City. In summary, the program sets forth measures by which a jurisdiction handles emergency disasters. The SEMS establishes organizational levels for managing emergencies, standardized emergency management methods, and standardized training for responders and managers. When fully activated, SEMS activities occur at five levels: field response, local government, operational areas (Countywide), mutual aid regions, and statewide. By December 1996, each jurisdiction was required to show the Office of Emergency Services that it is in compliance with SEMS through a number of measures, including having an up-to-date emergency management plan, which would include an emergency evacuation plan. Non-compliance with SEMS can result in the state withholding disaster relief from the non-complying jurisdiction in the event of an emergency disaster.

The California Office of Emergency Services coordinates an emergency organizational network of local Emergency Operations Centers (EOC) in the state’s cities, regional EOCs within each county, and the California Office of Emergency Services. The regional office of the California Office of Emergency Services is located in Los Alamitos, and the Ventura County’s EOC is located in the City of Ventura. The County Office of Emergency Management has prepared the County’s Emergency Operations Plan, which details the coordination of County agencies during and after a catastrophic event and establishes the framework

for the mutual aid agreements with the CHP, and federal, state, and other local governments in the region. It also serves as the emergency management plan (including emergency evacuation plan) for the entire County.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the General Plan Infrastructure and Community Services Chapter (Chapter 4) are listed below.

Goal ICS-1	Provision of adequate facilities and services that maintain service levels, with adequate funding.
Policy ICS-1.1	<i>Maintain Existing Service Levels.</i> Maintain the high priority of providing services to residents and visitors, and prevent deterioration of existing service levels.
Policy ICS-1.2	<i>Development Impacts to Existing Infrastructure.</i> Review development proposals for their impacts on infrastructure (e.g. sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.
Policy ICS-1.3	<i>Funding for Public Facilities.</i> Continue to utilize developer fees, public facilities fees, and other methods (e.g. grant funding or assessment districts) to finance public facility design, construction, operation, and maintenance.
Policy ICS-1.4	<i>Infrastructure Conditions of Approval.</i> New development should not be approved unless: <ul style="list-style-type: none"> • The applicant demonstrates adequate public services and facilities are available. • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement. • Infrastructure improvements are consistent with City infrastructure master plans. • Required infrastructure needed for future new development is self-funded.
Goal ICS-19	Adequate and effective law enforcement and the incorporation of crime prevention features in developments.
Policy ICS-19.1	<i>Additional and/or Enlarged Police Facilities.</i> Monitor the need for additional or enlarged police facilities.
Policy ICS-19.2	<i>Police Review of Development Projects.</i> Continue to require the Police Department to review proposed development projects and provide recommendations that enhance public safety.
Policy ICS-19.3	<i>Law Enforcement Communication Techniques.</i> Employ state of the art law enforcement communication techniques to decrease response time.

- Policy ICS-19.4 *Crime Prevention Device Requirements.* Require crime prevention devices (e.g., deadbolt locks, peepholes) in all new development.
- Policy ICS-19.5 *Incorporating Security Design Principles.* Encourage crime prevention and defensible space through design principles such as those employed through the National Crime Prevention Through Environmental Design program, Neighborhood Watch Program, and/or other appropriate methods to enhance public safety.
- Policy ICS-19.6 *Crime and Safety Education Programs.* Publicize police protection services throughout the education system, with an emphasis of the elementary school level, and encourage joint police/citizen participation through Neighborhood Councils.
- Policy ICS-19.7 *New Development.* Require new development to fund a fair share extension of police services to maintain service standards, including personnel and capital improvement costs.
- Policy ICS-19.8 *Response Time.* Achieve and maintain an average response time of five (5) minutes or less for priority one calls.

5.17.3 Environmental Setting

PROJECT SITE

The project site is located at the southeast corner of Hueneme Road and Perkins Road, and is currently vacant and undeveloped. The topography of the site is flat at an elevation that ranges between five to ten feet. Urban development has occurred in all directions surrounding the site, with commercial and residential uses north of Hueneme Road, the City of Oxnard Advanced Water Purification Facility (AWPF) to the south and permitted coastal-dependent industrial uses to the west.

POLICE PROTECTION

Within the City limits, law enforcement and police protection services are provided by the Oxnard Police Department (OPD); the California Highway Patrol (CHP) provides traffic control on State Route 101.⁶⁹

The OPD is the local law enforcement agency responsible for providing police services to the project site and immediate vicinity. The OPD operates several police storefront police substations and drop-in centers; however major operations are based in the Public Safety Building located at 251 South C Street. The OPD's Field Services Bureau contains the Patrol Division. The Patrol Division is divided into 4 policing districts: North, South, East, and West. Each district has a Senior Police officer assigned to it on a full-time basis, and their job is to coordinate and lead community policing and problem-solving efforts in their district. Each district is further divided into 2-4 smaller response areas known as "beats." Each beat is patrolled 24 hours a day, 7 days a week in three overlapping 12-hour shifts, and police officers are assigned to beats for six months at a time. The project site is located within the South Oxnard District, Beat 42, which encompasses the southern section of Oxnard.⁷⁰

69 Source: City of Oxnard, *2030 General Plan Goals and Policies*, Adopted October 2011 (Includes amendments through December 2016).

70 Source: City of Oxnard Police Department (OPD) Neighborhood Policing Beat Coordinator Map, February, 8, 2018, <https://sites.google.com/oxnardpd.org/2020-beat-map/police-beat-map>, accessed September 9, 2020.

Crime Statistics

2019 was Oxnard’s fourth consecutive year with decreasing crime. Oxnard witnessed an overall 14.9 percent decrease in “Part One” crimes in 2019. “Part One” crimes are eight specific crime categories that law enforcement agencies across the nation report to the Department of Justice. A breakdown of this included a 9.4 percent reduction in violent crime, and a 15.8 percent reduction in property crimes. Of note, there was a 25.2 percent reduction in stolen vehicles.⁷¹ The Department of Justice’s Uniformed Crime Reporting (UCR) Program collects crime statistics from 17,000 law enforcement agencies throughout the country. The Oxnard Police Department has been tracking its UCR statistics for nearly 50 years. The statistics are classified into eight “Part One” crimes, which are broken into two categories – violent crime and property crime.⁷² *Table 5.17-1, 2018-2019 Oxnard Crime Statistics*, shows that almost every type of crime dropped in occurrence from 2018 to 2019.

The crime rate, which represents the number of crimes reported, affects the “needs” projection for staff and equipment for the OPD. The crime rate in a given area may increase as the population and opportunities for crime increase. However, because a number of other factors also contribute to the resultant crime rate (police presence and crime deterrence and prevention measures), an increased crime rate does not necessarily result from increases in land use activity.

**TABLE 5.17-1
2018-2019 OXNARD CRIME STATISTICS**

Part I Crime (YTD)	2018	2019	Percent Change (%)	Numerical Difference
Violent Crimes				
Homicide	14	14	0.0%	0
Rape	66	63	-4.5%	-3
Robbery	327	275	-15.9%	-52
Aggravated Assault	394	374	-5.1%	-20
Total	801	726	-9.4%	-75
Property Crimes				
Burglary	704	670	-4.8%	-34
Motor Vehicle Theft	783	585	-25.3%	-198
Larceny (Theft)	3,568	2,987	-16.3%	-581
Arson	41	48	+17.1%	7
Total	5,096	4,290	-15.8%	-806
Grand Total	5,897	5,016	-14.94%	-881
Source: City of Oxnard, <i>City of Oxnard Annual Crime Statistics 2019 News Release web page</i> , February 27, 2020, https://www.oxnardpd.org/annual-crime-statistics-2019/ , accessed September 9, 2020.				

Police Department Staffing

In 1990, the City had a staffing ratio of 1.22 officers per 1,000 residents. Currently, the ratio is 1.7 officers per 1,000 residents, below the national average of 1.9 officers per 1,000. In July 2020, there were 238 sworn officers and 118 civilians providing law enforcement services for the City of Oxnard⁷³. The City of

71 Source: City of Oxnard, *Proposed Budget Fiscal Year 2020-21*, Finance Department, June 10, 2020.
 72 Source: City of Oxnard, *City of Oxnard Annual Crime Statistics 2019 News Release web page*, February 27, 2020, <https://www.oxnardpd.org/annual-crime-statistics-2019/>, accessed September 9, 2020.
 73 Source: City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011 (includes amendments through December 2016).

Oxnard’s Proposed Budget Fiscal Year 2020-21 indicates no projected change in the number of sworn/civilian officers. The Police Department’s current staffing level ensures there are a sufficient number of police officers available to respond to emergency calls throughout the City.

Standards and Response Times

The City of Oxnard Police Department’s goal for response time to priority one (emergency) situations is 5 minutes or less.⁷⁴ The response time for non-emergency calls is 20 to 45 minutes.⁷⁵

Emergency Assistance

The City of Oxnard and the Ventura County Sheriff’s Department have a mutual aid agreement in the event additional assistance is needed. In addition, assistance is offered by the California Highway Patrol and Port Hueneme Police Department on an “as needed” basis.

5.17.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, impacts to police protection resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold PP-1:* Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.

Based on this significance threshold and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.17.5 Project Impacts and Mitigation Measures

The proposed project could increase the demand for police protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects (Threshold PP-1).

Impact Analysis:

CONSTRUCTION-RELATED IMPACTS

Construction sites can be sources of attractive nuisances and can invite theft and vandalism. Construction activities are anticipated to occur during the day hours; however, if night-time security lighting is required, it would be limited to providing lighting only within the project boundaries and not to any nearby properties or open space areas. The proposed project does include the construction of permanent buildings, but does include the temporary installation of a guard house and a portable restroom.

74 Source: Alex Arnett, Oxnard Police Department Commander, City of Oxnard Police Department (personal communication, December 2020).

75 Source: City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

Although minor traffic delays could occur during construction, particularly during the construction of project-related utilities and street improvements, the proposed project is not expected to require a significant increase for police protection services or in police response times. Therefore, construction-related impacts would be less than significant.

Construction-related traffic on the project site also is not expected to result in impacts on the CHP, which regulates traffic in the City. Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area. However, this would not result in a significant impact on traffic flows because construction-related traffic would only occur during short periods of time during the day and would cease upon completion. In order to prevent construction-related traffic impacts, Mitigation Measure MM PP-1 has been included to prepare a construction traffic control plan prior to the initiation of any construction activities, and reduce potentially significant impacts to less than significant.

OPERATIONAL IMPACTS

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of five years. The proposed project would have one security guard on-site at all times, along with fencing and access gates, perimeter lighting, and security cameras installed on perimeter lighting to minimize the risk of vehicle theft.

The Police Department indicated that with the proposed on-site security, perimeter lighting, and other security measures on-site, the anticipated amount of additional calls to the project site and surrounding area would be minimal and as such, would not result in a significant increase in service calls nor a need for additional vehicles or equipment.

In conclusion, the proposed project would not generate significant numbers of calls for police service such that new or expanded facilities would be needed to maintain acceptable service levels. Therefore, operational impacts to police protection services would be less than significant.

Level of Significance Before Mitigation

Potentially Significant Impact for Construction.

Less Than Significant Impact for Operations.

Mitigation Measures

MM PP-1 Prior to construction, the Applicant shall prepare a Traffic Control Plan for implementation during the construction phase, as deemed necessary by the City Traffic Engineer. The Plan may include the following provisions, among others:

- At least one unobstructed lane shall be maintained in both directions on the following surrounding roadways: Hueneme Road and Perkins Road.
- At any time only a single lane is available, the Applicant shall provide a temporary traffic signal, signal carriers (i.e., flag persons), or other appropriate traffic controls to allow travel in both directions.
- If construction activities require the complete closure of a roadway segment, the Applicant shall provide appropriate signage indicating detours/alternative routes.

Level of Significance After Mitigation

Less Than Significant Impact With Mitigation Incorporated for Construction.

Less Than Significant Impact for Operations.

5.17.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to police protection services.

Impact Analysis: Implementation of the proposed project and related cumulative projects could increase the demand on police protection services provided by the City of Oxnard and adjacent jurisdictions. Individual city and county jurisdictions have standards for reviewing new development projects to ensure that adequate police protection services and project-specific requirements are met. While the proposed project would have a potentially significant impact during construction for police protection services, the impact would not result in a cumulative considerable contribution given that the proposed project would be required to comply with Mitigation Measure PP-1 ensuring a less than significant impact in this regard.

Each cumulative project would be reviewed on a project-by-project basis for compliance with minimum standards and if necessary, would be required to mitigate to the extent feasible potential impacts to police protection services associated with the proposed development. Therefore, the proposed project would have a less than significant contribution to a cumulatively considerable impact to police protection services.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.17.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts related to police protection services following imposition of the identified mitigation measure. Therefore, no significant unavoidable police protection services impacts would occur as a result of the proposed project.

5.17.8 Sources Cited

Alex Arnett, Oxnard Police Department Commander, City of Oxnard Police Department (personal communication, December 2020)

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report Volume I of II, Recirculated Draft EIR*, February 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *City of Oxnard Police Department Neighborhood Policing Beat Coordinator Map*, February, 8, 2018, <https://sites.google.com/oxnardpd.org/2020-beat-map/police-beat-map>, accessed September 9, 2020.



**Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report**

Source: City of Oxnard, *City of Oxnard Annual Crime Statistics 2019 News Release web page*, February 27, 2020, <https://www.oxnardpd.org/annual-crime-statistics-2019/>, accessed September 9, 2020.

City of Oxnard, *Proposed Budget Fiscal Year 2020-21*, Finance Department, June 10, 2020.

5.18 SCHOOLS

5.18.1 Summary

The table below summarizes the significance threshold criteria utilized in the schools analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold SCH-1: Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities.</i>			X	
<i>Threshold SCH-2: Directly or indirectly interfere with the operation of an existing or planned school.</i>			X	

Cumulative school related impacts were concluded as a Less Than Significant Impact.

5.18.2 Regulatory Setting

STATE

Assembly Bill 2923

The California Department of Education (CDE) has traditionally been responsible for the funding of local public schools. To assist in providing facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. AB 2926 allowed school districts to collect impact fees from developers of new residential and commercial/industrial building space. These development fees are deemed to be “*full and complete school facilities mitigation,*” for impacts caused by new development. The legislation also recognized the need for fees to be adjusted periodically to keep pace with inflation. The legislation indicated that the State Allocation Board will set the maximum fees according to the adjustment for inflation in the Statewide index for school construction.

Senate Bill 50

Senate Bill 50 (SB 50) and Proposition 1A (both of which passed in 1998) provided a comprehensive school facilities financing and reform program by, among other methods, authorizing a \$9.2 billion school facilities bond issue, school construction cost containment provisions, and an 8-year suspension of the Mira, Hart, and Murrieta court cases. Specifically, the bond funds are to provide \$2.9 billion for new construction and \$2.1 billion for reconstruction/modernization needs. The provisions of SB 50 prohibit local agencies from denying either legislative or adjudicative land use approvals on the basis that school facilities are inadequate and reinstate the school facility fee cap for legislative actions (e.g., general plan amendments, specific plan adoption, zoning plan amendments) as was allowed under the Mira, Hart, and Murrieta court cases. According to *California Government Code* Section 65996, the development fees

authorized by SB 50 are deemed to be “full and complete school facilities mitigation.” These provisions remain in place as long as subsequent state bonds are approved and available.

SB 50 establishes three levels of Developer Fees that may be imposed upon new development by the governing board of a school district depending upon certain conditions within a district. These three levels are described below:

1. Level 1 fees are the base statutory fees. These amounts are the maximum that can be legally imposed upon new development projects by a school district unless the district qualifies for a higher level of funding.
2. Level 2 fees allow the school district to impose developer fees above the statutory levels, up to 50 percent of certain costs under designated circumstances. The state would match the 50 percent funding if funds are available. Under Level 2, the governing board of a school district may require a developer to finance up to 50 percent of new school construction costs. However, to qualify for Level 2 funding, the district must satisfy at least one of the following four requirements until January 1, 2000, or satisfy at least two of the four requirements after January 1, 2000:
 - a. Impose a Multi-Track Year-Round Education (MTYRE) with:
 - At least 30% of K-6 enrollment in the high school attendance area on MTYRE for unified and elementary school districts; or
 - At least 30% of high school district enrollment on MTYRE; or
 - At least 40% of K-12 enrollment on MTYRE within boundaries of the high school attendance area for which the district is applying for funding.
 - b. Place a local bond measure on the ballot in the last four years which received at least 50 percent plus 1 of the votes.
 - c. District has issued debt or incurred obligations for capital outlay equal to a specified (under California Government Code §65995.5(b)(3)(C)) percentage of its local bonding capacity.
 - d. At least 20% of teaching stations within the district are portable classrooms.
3. Level 3 fees apply if the state runs out of bond funds after 2006, allowing the school district to impose 100 percent of the cost of the school facility or mitigation minus any local dedicated school monies.

To accommodate students from new development projects, school districts may alternatively finance new schools through special school construction funding resolutions (e.g., the School Facilities Funding Mitigation Agreement) and/or agreements between developers, the affected school districts and, occasionally, other local governmental agencies. These special resolutions and agreements often allow school districts to realize school mitigation funds in excess of the developer fees allowed under SB 50.

Open Enrollment Policy

The open enrollment policy is a State-mandated policy that enables students to apply to any regular, grade-appropriate school with designated “open enrollment” seats. The number of open enrollment seats is determined annually. Each individual school is assessed based on the principal’s knowledge of new housing and other demographic trends in the attendance area. Open enrollment seats are granted through an application process that is completed before the school year begins. Students living in a particular school’s attendance area are not displaced by a student requesting an open enrollment transfer.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Community Development Chapter (Chapter 3) and Infrastructure and Community Services Chapter (Chapter 4) are listed below.

Community Development

- | | |
|---------------|---|
| Goal CD-1 | A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the City. |
| Policy CD-1.6 | <i>Public Facilities.</i> Enhance resident quality of life by providing adequate space for schools, libraries, parks and recreation areas, as well as space for the expansion of public facilities to support the community’s vision. |

Infrastructure and Community Services

- | | |
|-----------------|---|
| Goal ICS-21 | High quality, well maintained school facilities for the residents of Oxnard. |
| Policy ICS-21.2 | <i>Development Fees.</i> Continue to require school impact development mitigation fees from new commercial, industrial, and residential development. |
| Policy ICS-21.4 | <i>Mitigation of Impacts.</i> To the extent allowable under State law, require new projects to mitigate impacts on school facilities, and evaluate alternatives for funding such as assessment districts. |

5.18.3 Environmental Setting

EXISTING EDUCATIONAL FACILITIES

The City of Oxnard is served by four elementary school districts and one high school district: Hueneme Elementary School District, Ocean View School District, Oxnard School District, Rio Elementary School District, and Oxnard Union High School District. The project site is located within the following three school district boundaries.

Hueneme Elementary School District

The western portion of the project site with Assessor's Parcel Number 231-0-092-245 is located within the Hueneme Elementary School District (HESD), which educates approximately 8,200 K-8th grade students housed in nine elementary schools and two junior high schools. Educational services are provided to the City of Port Hueneme and the southwestern portion of the City of Oxnard. Of HESD’s 11 facilities, seven are located within the Oxnard Planning Area.⁷⁶

Ocean View School District

The eastern portion of the project site with Assessor's Parcel Number 231-0-092-105 is located within the Ocean View School District (OVSD), which encompasses 80 square miles from the Pacific Ocean inland to the City of Oxnard, and from the Los Angeles County line near Malibu north to the City of Port Hueneme.

⁷⁶ Source: City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

Providing services in a mostly rural area, OVSD serves more than 2,500 students in three K to 5th grade elementary schools and one 6th to 8th grade junior high school. District buses travel more than 750 miles per day, providing transportation for more than 80 percent of OVSD’s enrollment with approximately one-third of the total enrollment residing at Naval Base Ventura County Point Mugu. All the facilities within OVSD are located within the Oxnard Planning Area.³

Oxnard Union High School District

The entire proposed project site is located within the Oxnard Union High School District (OUHSD). Providing educational services since 1901, OUHSD serves the Cities of Camarillo, Oxnard, and Port Hueneme. OUHSD enrolls over 16,000 students at six comprehensive high school campuses, one continuation high school, and various alternative educational programs. Of OUHSD’s nine facilities (including alternative facilities), seven are located within the Oxnard Planning Area. The remaining facilities are located within the City of Camarillo.⁷⁷ Hueneme High School, the nearest high school, is located at 500 W. Bard Road enrolls approximately 2,400 students and is 1.3 miles from the project site.⁷⁸

5.18.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this section. Accordingly, school impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold SCH-1:* Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities.
- *Threshold SCH-2:* Directly or indirectly interfere with the operation of an existing or planned school.

Based on this significance threshold and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.18.5 Project Impacts and Mitigation Measures

The proposed project could result in an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities, or directly or indirectly interfere with the operation of an existing or planned school (Threshold SCH-1, Threshold SCH-2).

Impact Analysis: No residential uses are proposed, as the proposed project involves the development of a temporary outdoor vehicle storage facility. However, the proposed project could result in indirect housing needs for employees seeking housing opportunities within Oxnard or neighboring communities. Any indirect impacts resulting from employees’ children to the citywide school facilities would be offset by payment of fees to the Hueneme Elementary School District, Ocean View School District, and Oxnard Union High School District as required by State law, if applicable. The school fee amounts provided for in

77 Source: City of Oxnard, *City of Oxnard General Plan Background Report*, April 2006.

78 Source: Oxnard Union School District, personal communication, November 12, 2020.

Government Code Sections 65995, 65995.5 and 65995.7 constitute full and complete mitigation for school facilities. Evidence of compliance shall be submitted to the City prior to the issuance of building permits. Therefore, less than significant impacts would occur.

The nearest school site, Art Haycox Elementary School, is located approximately one-quarter mile to the north of the project site. The proposed vehicle route for the temporary outdoor vehicle storage facility would not include streets adjacent to this school site. The proposed project would not directly or indirectly interfere with the operation of an existing or planned school; thus, the proposed project would have a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than Significant Impact.

5.18.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to education facilities.

Impact Analysis: Development of the proposed project and related cumulative projects could potentially generate new students to the school districts serving the City of Oxnard and neighboring communities. Individual development projects would be required to pay school impact fees based on the type and size of development proposed. Pursuant to SB 50, payment of fees to the appropriate school district is considered full mitigation for project impacts, including impacts related to 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, or other performance objectives for schools. Therefore, individual project applicants would be required to pay the statutory fees, so that space can be constructed, if necessary, at the nearest sites to accommodate the impact of project-generated students. Development associated with implementation of the proposed project would not result in significant cumulatively considerable impacts regarding school services and facilities.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.18.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts related to education facilities. Therefore, no significant unavoidable educational facility impacts would occur as a result of the proposed project.

5.18.8 Sources Cited

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Recirculated Draft EIR*, February 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Niche 2020 Best Schools, *Niche 2020 Best School Districts in Oxnard, View On Map Web Page*, <https://www.niche.com/k12/search/best-school-districts/t/oxnard-ventura-ca/?map=true>, accessed September 11, 2020.

Oxnard Union School District (personal communication, November 12, 2020).

5.19 TRANSPORTATION

5.19.1 Summary

The table below summarizes the significance threshold criteria utilized in the transportation analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold T-1:</i> Cause an increase in traffic that 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) based on adopted City of Oxnard level of service (LOS) standards.			X	
<i>Threshold T-2:</i> Exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways.				X
<i>Threshold T-3:</i> Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.				X
<i>Threshold T-4:</i> Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).			X	
<i>Threshold T-5:</i> Result in inadequate emergency access.			X	
<i>Threshold T-6:</i> Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).				X
<i>Threshold TR-7:</i> Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).				X

Cumulative transportation impacts were concluded to be Less Than Significant.

5.19.2 Regulatory Setting

STATE

California Department of Transportation

The California Department of Transportation (Caltrans) publishes a document entitled Guide for the Preparation of Traffic Impact Studies (Guide), which provides guidelines and recommended elements of traffic studies for projects that could potentially impact State facilities such as State Route highways and freeway facilities. This is a state-level document that is used by each of the Caltrans District offices.

The Guide defines when traffic studies should be conducted to address impacts to state facilities, but does not define quantitative impact standards. The Guide states that Measures of Effectiveness (MOEs) are used to evaluate Caltrans facilities, and that the agency strives to maintain a Level of Service (LOS) value of C on its facilities. However, the Guide states that the appropriate target LOS varies by facility and congestion level, and is defined differently by Caltrans depending on the analyzed facility.

VENTURA COUNTY

Ventura County Transportation Commission Congestion Management Program

Ventura County Transportation Commission (VCTC), as the designated Congestion Management Authority (CMA) for Ventura County, is responsible for coordinating land use, transportation planning, and air quality to mitigate traffic congestion. Every 2 years, VCTC prepares an updated Ventura County Congestion Management Program (CMP) to provide local government agencies and private developers with the resources necessary to positively impact traffic congestion throughout Ventura County.

CMP Chapter 2: The CMP Network, Significant Corridors and Facilities: Defines the state highway and local road/intersection CMP Network, describes deficiency plan process and significant highway corridors that serve multimodal uses and details goods movement routes. Performance measures are also defined for the CMP network.

CMP Chapter 3: Land Use Impacts: Establishes a process to evaluate the impacts of proposed local land use decisions on the transportation system in the County, presents traffic and LOS data, and findings based on the evaluation.

CMP Road Network: The Ventura County Transportation Commission (VCTC) designated the Congestion Management Program (CMP) road network in 1991 as part of the development of the first CMP. The network is comprised of the state highway system and principal arterials in Ventura County. The purpose for designating the CMP road network is to:

1. Monitor the level of congestion on Ventura County's busiest highways and roads every two years as part of the CMP update process.
2. Identify the most congested locations on the CMP road network. VCTC has adopted the minimum LOS standard of "E" for the CMP road network.
3. Remedy congestion at locations at LOS "F." This is accomplished by requiring the preparation of "deficiency plans" that detail the strategies, programs and/or projects to be implemented that will raise the LOS to the minimum standard of "E."

Guidance for Calculating Level of Service. Level of Service (LOS) for signalized intersections on the CMP network shall be calculated using the Intersection Capacity Utilization (ICU) method. LOS on freeway and select road segments will be measured using methods described in the Highway Capacity Manual.

Hueneme Road from Ventura Road to Los Posas Road is part the CMP Program Network.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Infrastructure and Community Services Chapter (Chapter 4) are listed below.

Circulation and Transportation System

- Goal ISC-2 A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service "C" at designated intersections unless excepted.
 - Policy ISC-2.1 *Coordinate with Regional Transportation Planning.* Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).
 - Policy ISC-2.2 *Improved Port of Hueneme Access.* Continue to improve access to the Port of Hueneme and between the Port and the Ventura Freeway.
 - Policy ISC-2.5 *Mitigate Impacts on County Roads.* Require new development to contribute to the enhancement of Ventura County-maintained roads based on an updated City/ County Memorandum of Understanding.
 - Policy ISC-2.6 *Reduction of Construction Impacts.* Minimize and monitor traffic and parking issues associated with construction activities, require additional traffic lanes and/or other traffic improvements for ingress and egress for new developments for traffic and safety reason, where appropriate.
 - Policy ISC-2.9 *Coordinated Traffic Signal Timing with other Agencies.* Coordinate with adjacent local agencies to continue and expand a traffic signal timing program that minimizes vehicle emissions.
 - Policy ISC-2.10 *High Capacity Corridors.* Continue to evaluate high capacity corridors or "Smart Streets" as part of the City's ITS program, as well as part of the regional Congestion Management Program.
 - Policy ISC-2.11 *Scenic Highway Preservation.* Preserve and enhance the character of scenic highways, and publicly owned and utility rights-of-way.
- Level of Service
- Goal ISC-3 Level of service "C" at designated intersections, unless otherwise reduced by City Council direction.
 - Policy ISC-3.1 *CEQA Level of Service Threshold.* Require level of service "C" as the threshold of significance for intersections during environmental review.
 - Policy ISC-3.3 *New Development Level of Service C.* Determine as part of the development review and approval process that intersections associated with new development operate at a level of service of "C" or better. The City Council may allow an exception to level of service "D" in order to avoid impacting private homes and/or businesses, avoid adverse environmental impacts, or preserve or enhance aesthetic integrity.

- Policy ISC-3.7
Future Level of Service. Plan and reserve proposed roadway, pedestrian and bicycle path alignments in advance of development in areas in which the existing level of service is potentially impacted.
- Policy ISC-3.8
2030 Circulation System Diagram. Utilize the 2030 circulation system diagram (Figure 4-1) in evaluating new development proposals, the City’s capital improvement program, and other relevant activities. Update the diagram as appropriate to reflect adopted changes to the City’s circulation system.
- Goods Movement
- Goal ISC-4
A functional and balanced goods movement system that provides timely and efficient transport of goods generated by the Port of Hueneme and agricultural, industrial, and commercial areas.
- Policy ISC-4.1
Enhance Goods Movement. Coordinate with the Oxnard Harbor District, the City of Port Hueneme, NBVC, and other organizations associated with goods movement to promote and expand economic development while preserving the City’s quality of life.
- Policy ISC-4.3
Truck Route Designation and Buffers. Coordinate with the City of Port Hueneme and the County of Ventura to designate commercial vehicle routes that improve goods movement through the City with minimal impact on residential areas, and investigate and implement appropriate and feasible buffers along truck routes. Maintain a truck route diagram in the office of the Traffic Engineer for public use.

5.19.3 Environmental Setting

EXISTING STREET NETWORK

The project site is served by a circulation system comprised of arterial and collector streets. The major roadways serving the project site are discussed below.

Hueneme Road, located adjacent to the project site, is a 2- to 4-lane divided roadway extending from the Port of Hueneme (Port) gate to Wood Road where it becomes Lewis Road. Hueneme Road serves the Port, residential, commercial, light industrial, and agricultural land uses. A sidewalk exists on the north side of Hueneme Road between Perkins Lane and Saviers Road. No sidewalk exists on the southside of Hueneme Road; however, pedestrians can use the walk signal at Hueneme Road and Perkins Road to safely cross to the sidewalk on the north side of Hueneme Road or walk within the roadway or in the dirt shoulder between these two streets along the project site’s frontage. The traffic study-area intersections along Hueneme Road are signalized. Hueneme Road is a designated truck route in the City of Oxnard.

Ventura Road is a 2- to 6-lane north-south divided roadway that extends north from Surf Drive in the City of Port Hueneme to Oxnard Boulevard. Ventura Road serves residential and commercial land uses. Ventura Road is signalized at Port Hueneme Road.

J Street is a 2-lane north-south divided roadway that extends north from Hueneme Road to Wooley Road where it becomes Hobson Way. J Street serves residential and commercial land uses. J Street is signalized at Port Hueneme Road.

Saviers Road is a 2- to 6-lane divided arterial roadway that extends north from Hueneme Road to the Five Points intersection. Saviers Road serves residential and commercial land uses. Saviers Road is signalized at Port Hueneme Road.

Perkins Road, located adjacent to the project site, is a 2- to 3-lane north-south roadway that extends south from Pleasant Valley Road terminating south of McWane Boulevard. There is no curb, gutter or sidewalk along the project site's frontage and Perkins Road is not currently improved to its ultimate configuration. Perkins Road serves residential, commercial and light industrial land uses.

Arcturus Avenue is a 2-lane north-south roadway that extends north from McWane Boulevard to Hueneme Road. Arcturus Avenue serves primarily light industrial land uses. Arcturus Avenue is signalized at Port Hueneme Road.

Edison Drive, located east of the project site, is a 2-lane north-south roadway that provides access to agricultural and light industrial uses. Edison Drive extends south from Hueneme Road terminating at the Reliant Energy power plant. Edison Drive is signalized at Port Hueneme Road.

EXISTING INTERSECTION VOLUMES AND LEVELS OF SERVICE

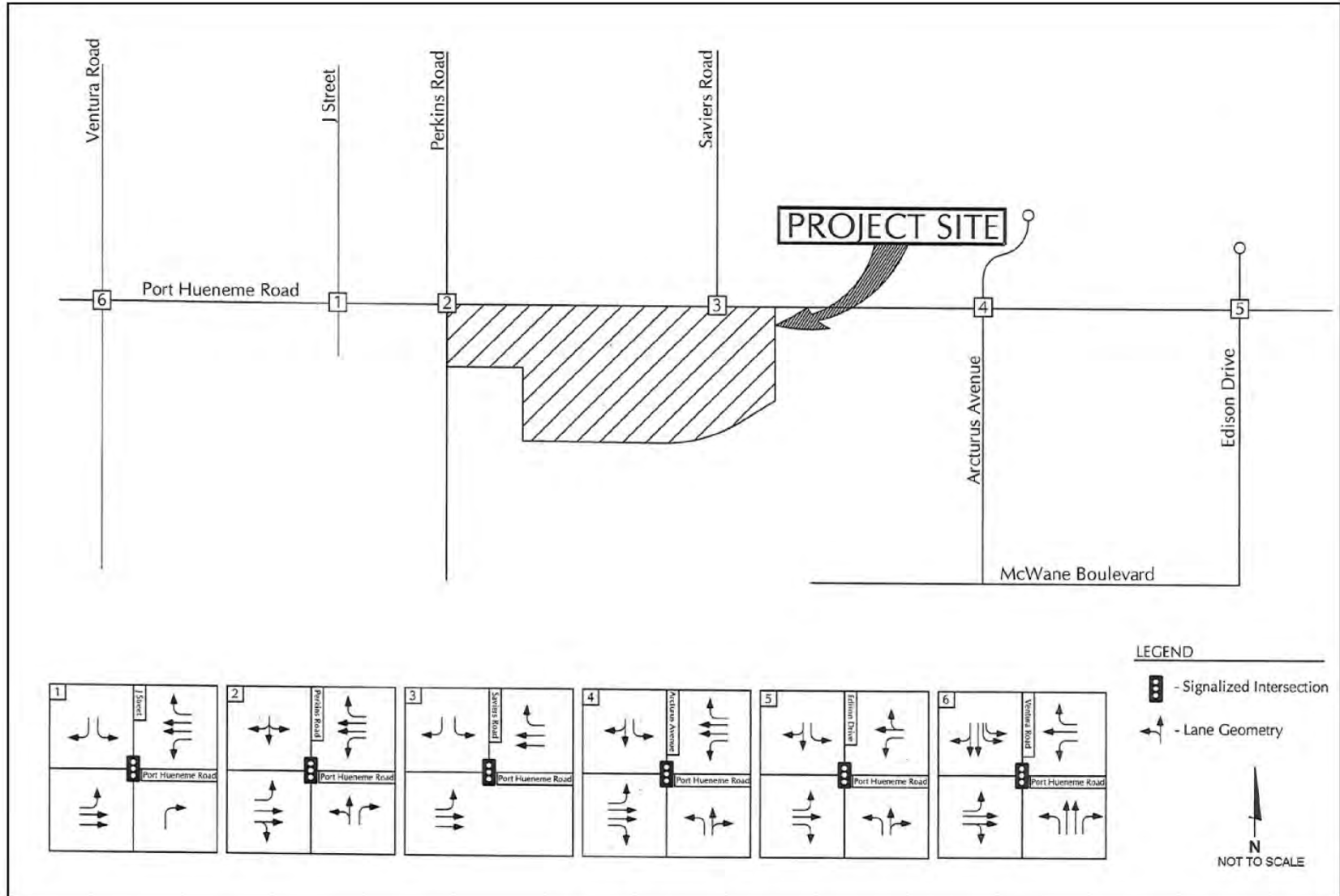
Traffic flow on urban arterials is most constrained at intersections. Therefore, a detailed analysis of traffic flows must examine the operating conditions of critical intersections during peak travel periods. In rating intersection operations, Levels of Service (LOS) A through F are used, with LOS A indicating free flow operations and LOS F indicating congested operations (more complete definitions of levels of service are included in Appendix J). In the City of Oxnard, the acceptable operating standard for intersections is LOS C.

Due to the closures of businesses and schools related to the COVID-19 pandemic, a.m. and p.m. peak hour turning movement volumes for the study area intersections were developed from existing traffic counts collected by Associated Traffic Engineers (ATE) in March of 2018. The 2018 count data was factored for 2020 conditions assuming a 1.02 percent growth factor. *Exhibit 5.19-1, Intersection Lane Geometries and Traffic Control*, illustrates the existing traffic controls and geometries for the six study area intersections. The existing a.m. and p.m. peak hour traffic volumes at the six study area intersections are illustrated on *Exhibit 5.19-2, Existing Traffic Volumes*.

Existing levels of service for six study area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology as required by the City of Oxnard (LOS worksheets are provided in Appendix J). *Table 5.19-1, Existing Conditions Peak Hour Level of Service*, lists the existing levels of service for the six study area intersections during the A.M. and P.M. peak hour periods.

The data presented in *Table 5.19-1* indicate that the six study area intersections currently operate at LOS B or better during the a.m. peak hour and p.m. peak hour periods, which meets the City's LOS C standard.

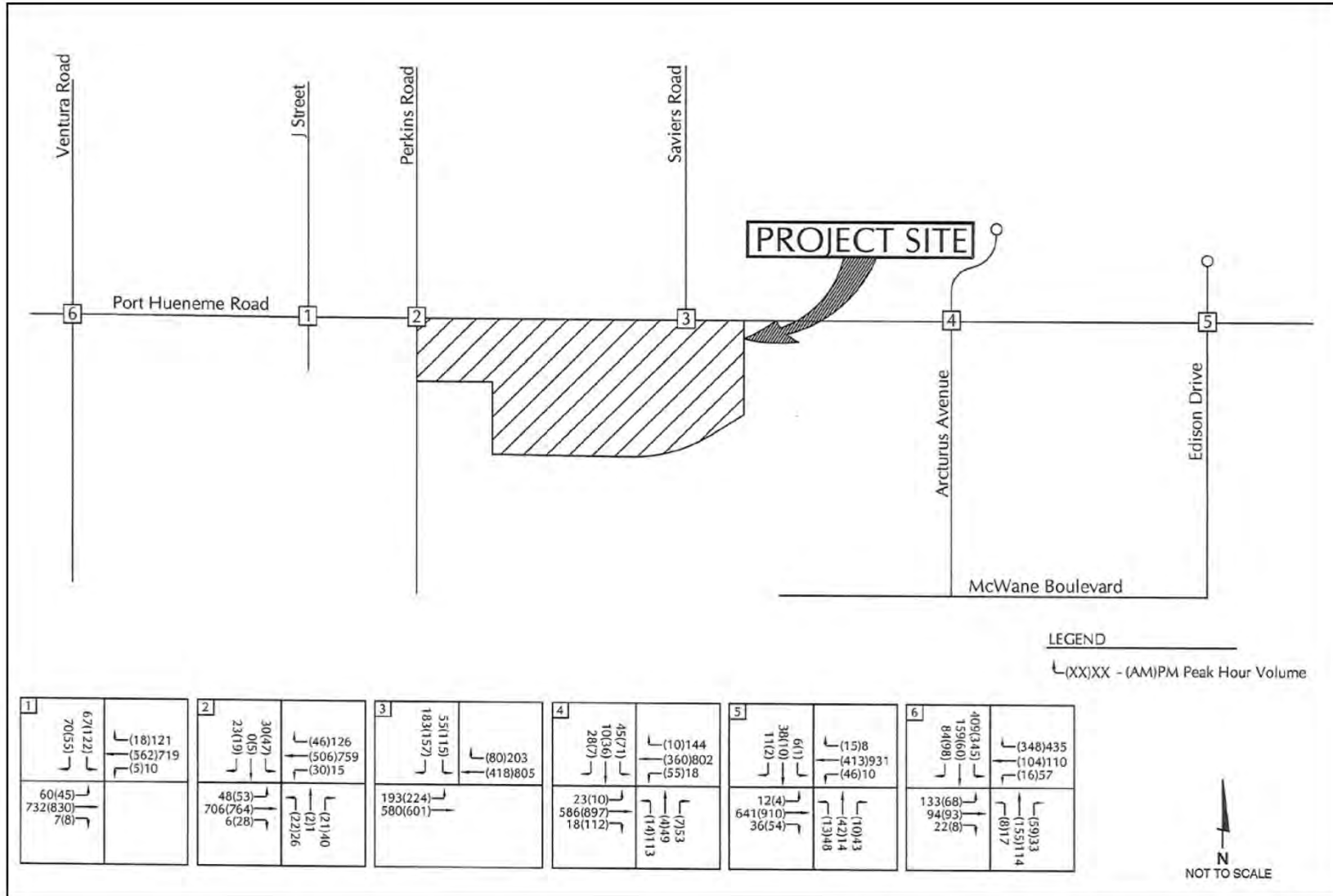
EXHIBIT 5.19-1 INTERSECTION LANE GEOMETRIES AND TRAFFIC CONTROL



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.19-2 EXISTING TRAFFIC VOLUMES



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

**TABLE 5.19-1
EXISTING CONDITIONS PEAK HOUR LEVEL OF SERVICE**

No.	Intersection	Control Type	A.M. Peak Hour		P.M. Peak Hour	
			ICU	LOS	ICU	LOS
1	Hueneme Road/" Street	Signal	0.34	LOS A	0.31	LOS A
2	Hueneme Road/Perkins Road	Signal	0.33	LOS A	0.33	LOS A
3	Hueneme Road/Saviers Road	Signal	0.47	LOS A	0.49	LOS A
4	Hueneme Road/Arcturus Avenue	Signal	0.40	LOS A	0.61	LOS B
5	Hueneme Road/Edison Drive	Signal	0.34	LOS A	0.66	LOS B
6	Hueneme Road/Ventura Road	Signal	0.31	LOS A	0.35	LOS A

Source: Associated Traffic Engineers (May 2021)

5.19.4 Significance Threshold Criteria

The issues presented in the City of Oxnard CEQA Guidelines (May 2017) and CEQA Guidelines Appendix G Initial Study Environmental Checklist (January 1, 2020 effective date) have been utilized as thresholds of significance in this Section. Accordingly, transportation impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold T-1:* Cause an increase in traffic that 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) based on adopted City of Oxnard level of service (LOS) standards.
- *Threshold T-2:* Exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways.
- *Threshold T-3:* Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.
- *Threshold T-4:* Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).
- *Threshold T-5:* Result in inadequate emergency access.
- *Threshold T-6:* Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).
- *Threshold TR-7:* Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

CITY OF OXNARD TRAFFIC IMPACT THRESHOLD CRITERIA

The City of Oxnard's criteria for evaluating project impacts at intersections is based upon the change in ICU/LOS attributable to a project. The City of Oxnard has established LOS C as the threshold of significance for determining project impacts at intersections. If the addition of project traffic increases the ICU by 0.02 or more at an intersection operating at LOS C or worse, it should be mitigated to the ICU level identified without the project traffic. These criteria were used to determine the significance of the impacts generated by the proposed project at the six study-area intersections.

5.19.5 Project Impacts and Mitigation Measures

PROPOSED PROJECT TRANSPORT OPERATIONS

The proposed project would provide approximately 4,944 vehicle storage spaces. A maximum of 240 vehicles would be transported daily to/from The Port of Hueneme (Port) and the project site. For many days, it is anticipated that a small number of vehicles would be transported. No vehicles would be transported by a car carrier truck to/from the project site, nor would there be any transport operations during nighttime hours.

The proposed project would operate Monday through Friday between the hours of 7:30 a.m. and 4:00 p.m. The temporary outdoor vehicle storage facility would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees (vehicle and shuttle van drivers) would arrive at the temporary outdoor vehicle storage facility between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards each work an 8-hour shift, such that one security guard would remain on-site at all times for 24-hour security.

The ten vehicle drivers would report to the project site, and a shuttle van would drive these ten employees to the Port to pick-up vehicles. The process to load the shuttle van, drive the shuttle van to the Port to unload drivers, and drive ten vehicles to the project site takes approximately 20 minutes.

INCREASE IN TRAFFIC

The proposed project could cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system based on adopted City of Oxnard Level of Service standards (Threshold T-1).

Impact Analysis:

PROPOSED PROJECT TRIP GENERATION

Trip generation estimates developed for the proposed project are based on operational data detailed in Section 3.6, Project Description. *Table 5.19-2, Proposed Project Peak Trip Generation*, presents the weekday trip generation estimates developed for the proposed project based on the weekday operational data. *Table 5.19-2* also includes trips related to both employee commutes and transport of vehicles to/from the temporary outdoor vehicle storage facility. The data presented in *Table 5.19-2* indicate that the proposed project would generate 316 peak daily trips, 48 a.m. peak hour trips and 12 p.m. peak hour trips.

**TABLE 5.19-2
PROPOSED PROJECT PEAK TRIP GENERATION**

Proposed Project Operations	Number	Peak Daily Trips*	A.M. Peak Hour	P.M. Peak Hour
			Trips (Entering/Exiting)	Trips (Entering/Exiting)
Employees				
Shuttle Van Driver	1	2	1 (1/0)	1 (0/1)
Vehicle Drivers	10	20	10 (10/0)	10 (0/10)
Security Guards	3	6	1 (1/0)	1 (0/1)
Import Vehicles	240	240	30 (30/0)	0 (0/0)
Shuttle Van Trips	1	48	6 (3/3)	0 (0/0)
Total Trip Generation		316	48 (45/3)	12 (0/12)
Source: Associated Traffic Engineers (May 2021)				
Notes:				
* The peak daily trips account for inbound and outbound trips.				

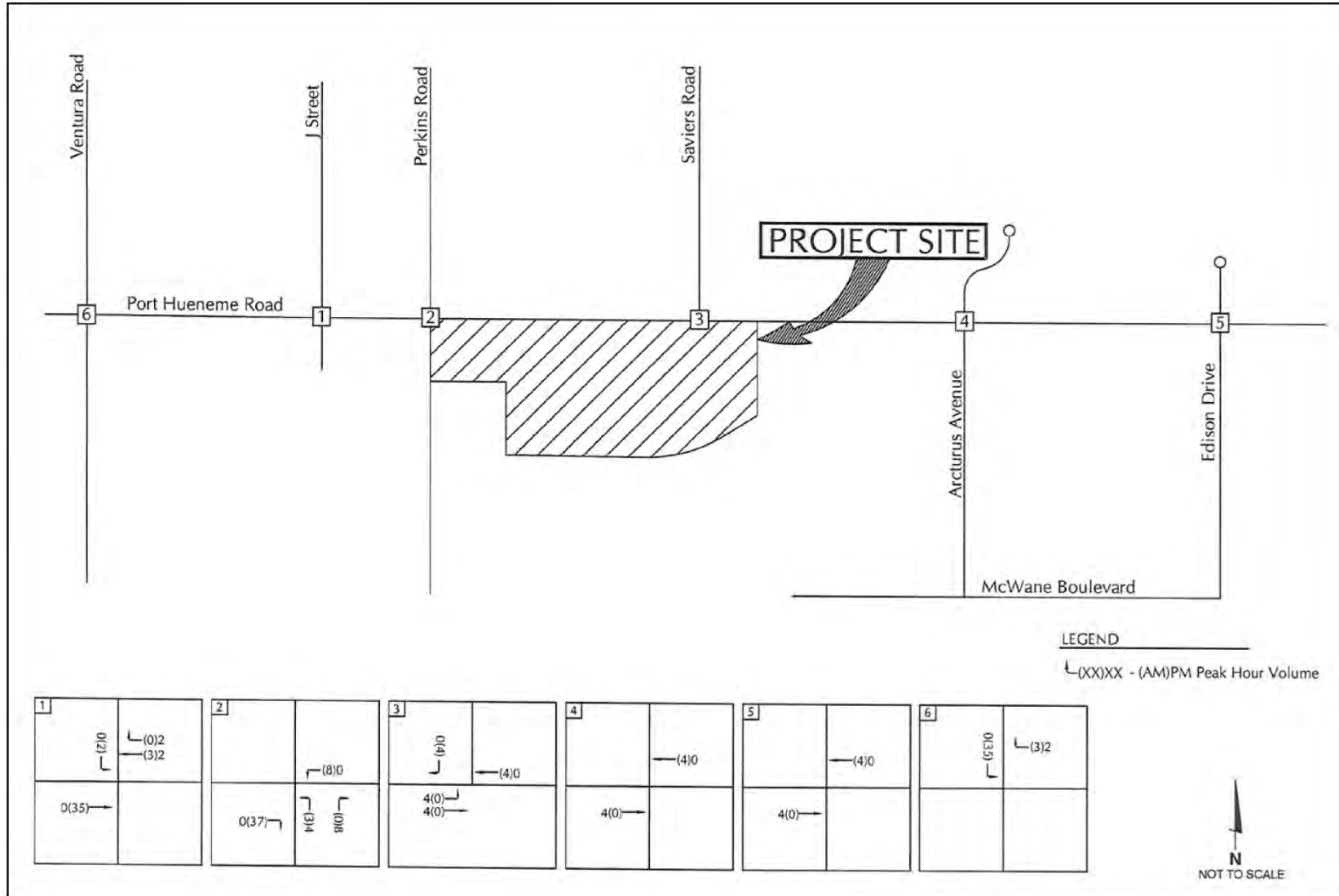
PROPOSED PROJECT OPERATIONS TRIP DISTRIBUTION AND ASSIGNMENT

The proposed project-generated employee a.m. and p.m. peak hour traffic volumes were assigned to the six study area intersections based on travel data derived from the existing traffic volumes, as well as Associated Traffic Engineers’ general knowledge of the population, employment, and commercial centers in the Oxnard/Ventura area. The import vehicles trips were assigned based on the route to and from the Port of Hueneme via Port Hueneme Road.

Exhibit 5.19-3, Project Trip Distribution and Assignment, illustrates the trip assignment assumed for the proposed project's trips. *Exhibit 5.19-4, Existing Plus Project Traffic Volumes*, illustrates the Existing Plus Proposed Project traffic volumes.

The proposed project assumes zero imported vehicle trips traveling through the Port Hueneme Road/Ventura Road, Port Hueneme Road/J Street, and Port Hueneme Road/Perkins Road intersections during the 4:00 to 6:00 p.m. peak hour period since the transport work would be completed before 4:00 p.m.

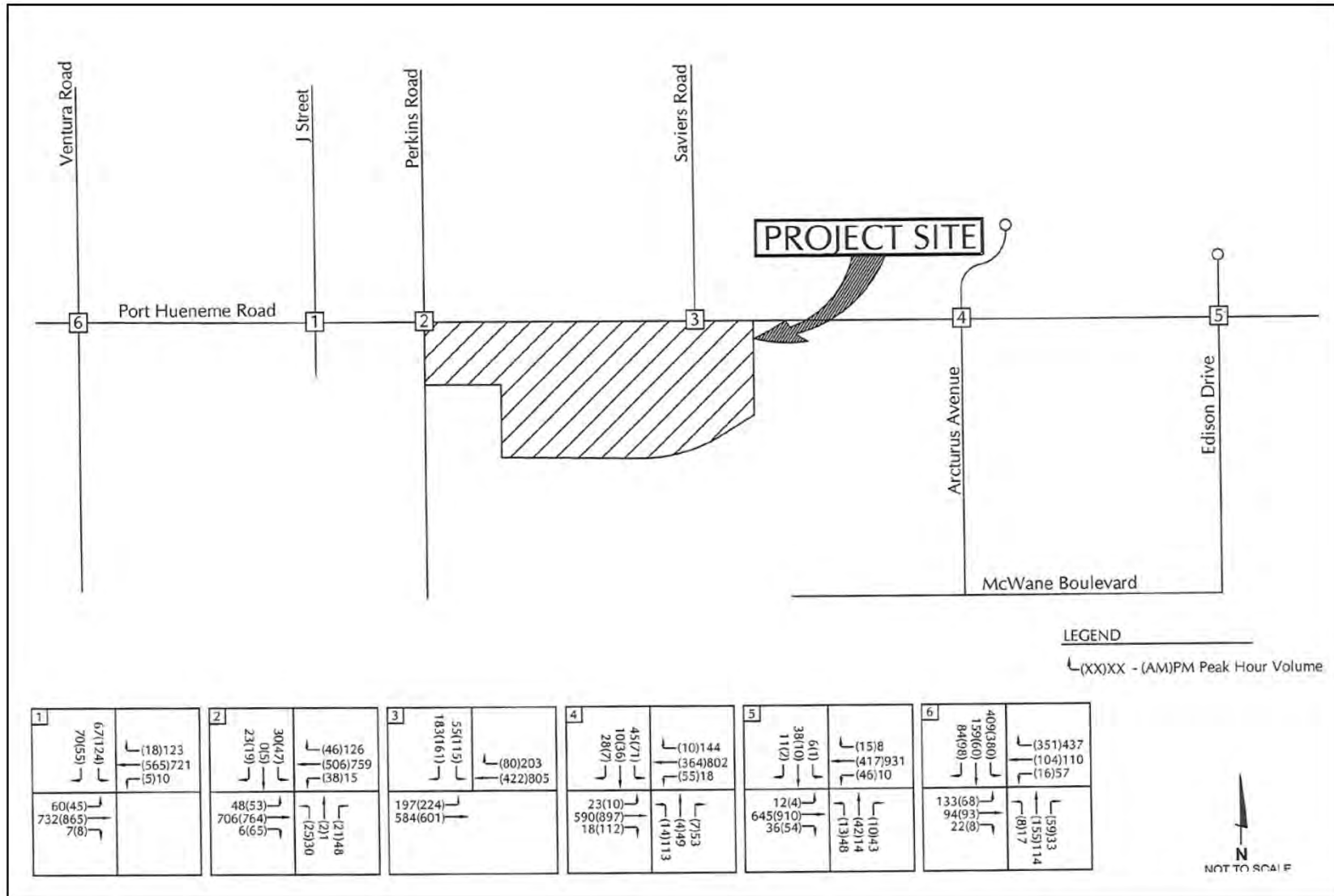
EXHIBIT 5.19-3 PROJECT TRIP DISTRIBUTION AND ASSIGNMENT



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.19-4 EXISTING PLUS PROJECT TRAFFIC VOLUMES



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

PROPOSED PROJECT IMPACTS

The data presented in *Table 5.19-3, Existing Plus Proposed Project A.M. Peak Hour Level of Service*, and *Table 5.19-4, Existing Plus Proposed Project P.M. Peak Hour Level of Service*, indicate that the proposed project would generate less than significant impacts to the six study area intersections based on the City of Oxnard's traffic impact thresholds during the a.m. or the p.m. peak hour periods.

**TABLE 5.19-3
EXISTING PLUS PROPOSED PROJECT A.M. PEAK HOUR LEVEL OF SERVICE**

No.	Intersection	Existing		Existing Plus Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1	Hueneme Road/J Street	0.34	LOS A	0.35	LOS A	0.01	No
2	Hueneme Road/Perkins Road	0.33	LOS A	0.34	LOS A	0.01	No
3	Hueneme Road/Saviers Road	0.47	LOS A	0.48	LOS A	0.01	No
4	Hueneme Road/Arcturus Avenue	0.40	LOS A	0.40	LOS A	0.00	No
5	Hueneme Road/Edison Drive	0.34	LOS A	0.34	LOS A	0.00	No
6	Hueneme Road/Ventura Road	0.31	LOS A	0.32	LOS A	0.01	No

Source: Associated Traffic Engineers (May 2021)

**TABLE 5.19-4
EXISTING PLUS PROPOSED PROJECT P.M. PEAK HOUR LEVEL OF SERVICE**

No.	Intersection	Existing		Existing Plus Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1	Hueneme Road/J Street	0.31	LOS A	0.31	LOS A	0.00	No
2	Hueneme Road/Perkins Road	0.33	LOS A	0.33	LOS A	0.00	No
3	Hueneme Road/Saviers Road	0.49	LOS A	0.49	LOS A	0.00	No
4	Hueneme Road/Arcturus Avenue	0.61	LOS B	0.61	LOS B	0.00	No
5	Hueneme Road/Edison Drive	0.66	LOS B	0.66	LOS B	0.00	No
6	Hueneme Road/Ventura Road	0.35	LOS A	0.35	LOS A	0.00	No

Source: Associated Traffic Engineers (May 2021)

The addition of the proposed project trips would not result in an impact since the intersections operate at LOS B or better and the increase in the ICU values is less than 0.02. Thus, implementation of the proposed project would result in less than significant impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

EXCEED CONGESTION MANAGEMENT PROGRAM STANDARDS

The proposed project could exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways (Threshold T-2).

Impact Analysis: Hueneme Road from Ventura Road to Los Posas Road is part the VCTC CMP Program Network.

The Traffic Study reviewed the following six signalized intersections:

1. Hueneme Road/J Street
2. Hueneme Road/Perkins Road
3. Hueneme Road/Saviers Road
4. Hueneme Road/Arcturus Avenue
5. Hueneme Road/Edison Avenue
6. Hueneme Road/Ventura Road

As shown in *Table 5.19-3* and *Table 5.19-4* above, the proposed project would not generate impacts to the six study intersections on Hueneme Road, as the a.m. peak hour would remain at LOS A and the p.m. peak hour would remain at LOS A or LOS B. As such, the proposed project would not exceed the VCTC CMP LOS E threshold during either the a.m. peak hour or p.m. peak hour. Thus, no impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

AIR TRAFFIC PATTERNS

The proposed project could result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks (Threshold T-3).

Impact Analysis: The nearest airport is the Oxnard Airport, approximately 4 miles northwest of the project site. In addition, the project site is located within the Military Influence Area for Naval Base Ventura County (NBVC) Port Hueneme and NBVC Point Mugu,⁷⁹ as shown in *Exhibit 5.11-3, Military Influence Areas*. The project site is located approximately 3.5 miles northwest of NBVC Point Mugu.

The proposed project is not located within the runway approaches for the Oxnard Airport, but is located within the consolidated departure track 09A for Runway 09; refer to *Exhibit 5.13-1, NBVC Point Mugu Fixed Wing Departure Tracks*. This departure track initially travels northeast and then turns left (west) to follow Port Hueneme Road to the Pacific Ocean.

⁷⁹ Naval Base Ventura County Point Mugu was previously identified as Naval Air Station (NAS) Point Mugu.

The proposed project does not propose a use that would impact air traffic patterns or levels at either the Oxnard Airport or NBVC Point Mugu. In addition, given the distance of the project site from the Oxnard Airport and NBVC Point Mugu, implementation of the proposed project would not result in any change in air traffic patterns or levels at either facility. Thus, no impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

SAFETY HAZARDS

The proposed project could substantially increase hazards due to a design feature or incompatible uses (Threshold T-4).

Impact Analysis: The proposed project does not include design features, such as sharp curves or dangerous intersections, or incompatible uses that would result in traffic safety hazards.

Ingress and egress movements for the proposed project would be facilitated via two driveways on Perkins Road. A secondary emergency access is provided via a gated driveway on Hueneme Road opposite Saviers Road. The intersection of Perkins Road and Hueneme Road is signalized.

Vehicles driven from the Port would enter and exit the site via Perkins Road. Perkins Road is a collector street that is approximately 40-feet wide and provides access to the industrial uses located to the south. Perkins Road has adequate capacity to accommodate the traffic generated by the proposed project with access into and out of the project site.

The proposed project would be subject to review and approval by the City of Oxnard Community Development and Public Works Departments. Access to the project site would be required to comply with all City design standards thus ensuring adequate design and construction of proposed improvements, . Thus, implementation of the proposed project would result in less than significant impacts.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

EMERGENCY ACCESS

The proposed project could result in inadequate emergency access (Threshold T-5).

Impact Analysis:

CONSTRUCTION-RELATED IMPACTS

Slow-moving construction-related traffic on adjacent roadways could reduce optimal traffic flows and could delay emergency vehicles traveling through the area. However, this would not result in a significant impact on traffic flows because construction-related traffic would only occur during short periods of time during the day and would cease upon completion. In order to prevent construction-related traffic impacts, Mitigation Measure MM PP-1 has been included to prepare a construction traffic control plan prior to the initiation of any construction activities, and reduce potentially significant impacts to less than significant.

OPERATIONAL IMPACTS

The proposed project is a temporary outdoor vehicle storage facility that would operate for a maximum of five years. Access to the project site would be provided by two driveways on Perkins Road with secondary emergency access provided via a gated driveway on Hueneme Road opposite Saviers Road.

Vehicles driven from the Port would enter the site via Perkins Road. Perkins Road is a collector street that is approximately 40-feet wide and provides access to the industrial buildings located to the south. The roadway has adequate capacity to accommodate the traffic generated by the proposed project.

All driveways would be designed and constructed to City of Oxnard design standards. Given the estimated proposed project trip generation and traffic on Perkins Road, all proposed project driveways would operate at an acceptable level of service and would not impact emergency access to the site. Thus, implementation of the proposed project would result in less than significant impacts.

Level of Significance Before Mitigation

- Potentially Significant Impact for Construction.
- Less Than Significant Impact for Operations.

Mitigation Measures

- Refer to Mitigation Measure MM PP-1.
- No additional mitigation measures are required.

Level of Significance After Mitigation

- Less Than Significant Impact With Mitigation Incorporated for Construction.
- Less Than Significant Impact for Operations.

CONFLICT WITH ALTERNATIVE TRANSPORTATION PLANS

The proposed project could conflict with adopted policies, plans, or programs supporting alternative transportation (Threshold T-6).

Impact Analysis:

TRANSIT

Gold Coast Transit District (GCTD) provides fixed-route and paratransit services in the Cities of Ojai, Oxnard, Port Hueneme, Ventura and in the unincorporated County areas between the cities. The project site is served by two transit routes: Route 1A/B (Port Hueneme – Oxnard Transit Center) and Route 23 (Oxnard College – Naval Base – Esplanade). The closest GCTD stops include Ventura Road at Scott Street (approximately 0.7 miles northwest of the site) and Saviers Road at Pleasant Valley Road (approximately 0.5 miles north of the site)

The proposed project is not located along a high-quality transit corridor; however, GCTD transit service would be available to project employees.

PEDESTRIAN AND BICYCLE FACILITIES

Existing sidewalks are located along the western side of Perkins Road, along the northern side of Hueneme Road, and along the southern side of Hueneme Road west of Perkins Road. The Hueneme Road and Perkins Road intersection is signalized, including a walk signal for pedestrian crossings on the north and south side of Hueneme Road and the west and east sides of Perkins Road. There are no sidewalks adjacent to the project site along either Perkins Road or Hueneme Road, and none would be installed with the proposed project, as a 25-foot and a 30-foot landscaped setback with a 6-foot-high chain-link fence would be installed along Perkins Road and Hueneme Road, respectively. Refer to [Section 3.6, Project Description](#), for additional details regarding the landscaped setbacks and fencing.

In the vicinity of the project site, Class II bicycle lanes are present on Perkins Road and Hueneme Road. A Class II bicycle lane exists on the west side of Perkins Road and extends from Hueneme Road to the Pacific Ocean. Also, a Class II bike lane exists on the east side of the Perkins Road south of Magellan Avenue that extends to the Pacific Ocean. However, no bike lane exists along the east side of Perkins Road along the proposed project's frontage south of Hueneme Road or the City of Oxnard Advanced Water Purification Facility (AWPF) south of the project site and north of Magellan Avenue. In addition, a Class II bicycle lane exists on the north and south sides of Hueneme Road from J Street to Saviers Road. Project employees would have access to these facilities.

IMPACT CONCLUSION

The proposed project is a temporary project that does not include permanent structures and would operate for a maximum of five years. Nor would the project site be open to the public, and thus off-site pedestrian and bicycle facilities are not necessary for the proposed project. In conclusion, the proposed project does not include any components that would conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Thus, no impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

VEHICLE MILES TRAVELLED

The proposed project could conflict or be inconsistent with CEQA Guidelines Section 15064.3 Subdivision (b) (Threshold T-7).

Impact Analysis: Adopted in 2013, Senate Bill (SB) 743 changes how transportation impacts are evaluated under CEQA. As specified under SB 743 and implemented under Section 15064.3 of the *CEQA Guidelines*, Vehicle Miles Traveled (VMT) is the required metric to be used for identifying CEQA impacts and mitigation. The California Governor’s Office of Planning and Research (OPR), in implementing SB 743, issued proposed updates to the CEQA guidelines in November 2017 that amend the Appendix G question for transportation impacts to delete reference to vehicle delay and level of service (LOS) and instead refer to Section 15064.3, subdivision (b)(1) of the CEQA Guidelines asking if the project would result in a substantial increase in vehicle miles traveled (VMT). The California Natural Resources Agency certified and adopted the revisions to the CEQA Guidelines in December 2018, and as of July 1, 2020, the provisions of the new section are in effect statewide. OPR published a Technical Advisory on Evaluating Transportation Impacts including guidance for VMT analysis.

VMT was chosen as the metric to better integrate land use and multimodal transportation choices to encourage alternative transportation, promote greater efficiency and reduce Green House Gas (GHG) emissions. Technical guidance on analyzing the transportation impacts under CEQA provides recommendations regarding the assessment of VMT, thresholds of significance and mitigation measures. The OPR offered a generalized recommendation of a 15 percent reduction below existing VMT thresholds for CEQA significance. For VMT analysis, the OPR recommends using a trip-based assessment of VMT that captures the full extent of the vehicle trip length - even the portion that extends beyond the jurisdictional boundary. SB 743 also amended the State congestion management program statutes lifting the sunset clause for the designation of infill opportunity zones where the CMP LOS standards would no longer apply.

At this time, neither the City of Oxnard nor City of Port Hueneme have adopted a methodology for determining Vehicle Miles Traveled by development projects. Other jurisdictions in the State of California have developed VMT Calculators or regional travel demand models to evaluate VMT impacts of development projects. Thus, a qualitative VMT analysis was prepared for the proposed project.

Currently imported vehicles are being transported from the Port to two storage lots located at 1) the Camarillo Airport and 2) Tuff Shed in Ventura. The Camarillo Airport storage location is approximately 10.6 miles from the Port; a round trip to/from the Port is 21.2 miles. The Tuff Shed storage location is approximately 9 miles from the Port; a round trip to/from Tuff Shed is 18 miles.

One of the proposed project’s objectives is to reduce and consolidate, where feasible, Port vehicle customer reliance on off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicle to those locations. The proposed project would consolidate the use of the two storage locations to one location approximately 1.65 miles from the Port of Hueneme-Pleasant Valley Road gate. A round trip to/from the Port is 3.3 miles.

Under the proposed project, the import vehicle trip distance from the Port to the Camarillo Airport would be reduced from 10.6 miles to 1.65 miles. Similarly, the import vehicle trip distance from the Port to Tuff Shed in Ventura would be reduced from 9 miles to 1.65 miles.

Through the consolidation of the storage sites, the proposed project would result in a reduction of the VMT related to the transport of imported vehicles ranging from 14.7 miles (Tuff Shed location) to 17.9 miles (Camarillo Airport location) for each round trip, which is a beneficial impact of the proposed project. While the City does not have an adopted VMT threshold, the qualitative analysis shows that the proposed project results in VMT reductions that substantially exceed 15 percent. Thus, no impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

No Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No Impact.

5.19.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable transportation impacts.

Impact Analysis: *Table 4-1, Cumulative Projects*, provides a summary of pending or approved projects within the City of Oxnard and City of Port Hueneme. These projects were used to calculate future traffic growth.

EXISTING CONDITIONS PLUS CUMULATIVE PROJECTS

Table 5.19-5, Cumulative Projects Trip Generation, summarizes the average daily and a.m. and p.m. peak hour trip generation estimates for the cumulative projects. As shown in *Table 5.19-5*, the cumulative projects would generate 1,131 average daily trips, 57 a.m. peak hour trips, and 98 p.m. peak hour trips.

The traffic generated by the cumulative projects was distributed and assigned to the study area intersections based on the location of each cumulative project, recent traffic studies, existing traffic patterns observed in the study area, and ATE’s general knowledge of the population, employment, and commercial centers in Oxnard and the surrounding Ventura County area.

**TABLE 5.19-5
CUMULATIVE PROJECTS TRIP GENERATION**

Project		Land Use	DU/SF	ADT	A.M. Peak Hour	P.M. Peak Hour
1	Garden City	Farmworker Residences	30 DU	50	6	4
2	JBGR Investments, LLC	Townhomes	20 DU	146	9	11
3	Oscar Tirado	Multi-Family Residential	3 DU	22	1	2
4	Johnson Apartments	Multi-Family Residential	19 DU	139	9	11
5	Vista Pacifica	Multi-Family Residential	40 DU	293	18	22
6	Pleasant Valley Plaza	Retail Commercial	11,392 SF	430	11	43
7	Pantoja Trucking	Warehouse	7,865 SF	14	1	2
8	Habitat for Humanity	Multi-Family Residential	5 DU	37	2	3
Total Trips				1,131	57	98
Source: Associated Traffic Engineers (May 2021)						
Notes: DU = dwelling unit; SF = square feet; ADT = average daily trips						

Exhibit 5.19-5, Cumulative Traffic Volumes, illustrates the cumulative peak hour traffic volumes at the study area intersection. *Table 5.19-6, Cumulative A.M. and P.M. Peak Hour Levels of Service*, shows the cumulative levels of service for the study area intersections. The data presented in *Table 5.19-6* indicate that the study area intersections would continue to operate at LOS B or better during the a.m. and p.m. peak hours with cumulative project traffic volumes, and as such meet the City’s LOS C standard.

**TABLE 5.19-6
CUMULATIVE A.M. AND P.M. PEAK HOUR LEVELS OF SERVICE**

No.	Intersection	Control	A.M. Peak Hour		P.M. Peak Hour	
			ICU	LOS	ICU	LOS
1	Hueneme Road/J Street	Signal	0.34	LOS A	0.31	LOS A
2	Hueneme Road/Perkins Road	Signal	0.33	LOS A	0.34	LOS A
3	Hueneme Road/Saviers Road	Signal	0.48	LOS A	0.49	LOS A
4	Hueneme Road/Arcturus Avenue	Signal	0.41	LOS A	0.62	LOS B
5	Hueneme Road/Edison Drive	Signal	0.35	LOS A	0.67	LOS B
6	Hueneme Road/Ventura Road	Signal	0.32	LOS A	0.35	LOS A
Source: Associated Traffic Engineers (May 2021)						

CUMULATIVE PROJECTS PLUS PROPOSED PROJECT

Levels of service were calculated for the study area intersections assuming cumulative projects plus proposed project traffic volumes, which are shown on *Exhibit 5.19-6, Cumulative Projects Plus Proposed Project Traffic Volumes*. *Table 5.19-7, Cumulative Projects Plus Proposed Project A.M. Peak Hour Level of Service*, and *Table 5.19-8, Cumulative Projects Plus Proposed Project P.M. Peak Hour Level of Service*, show the calculation results and identify the potential impacts based upon the City of Oxnard thresholds.

**TABLE 5.19-7
CUMULATIVE PROJECTS PLUS PROPOSED PROJECT A.M. PEAK HOUR LEVEL OF SERVICE**

No.	Intersection	Existing		Cumulative Plus Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1	Hueneme Road/J Street	0.34	LOS A	0.36	LOS A	0.02	No
2	Hueneme Road/Perkins Road	0.33	LOS A	0.35	LOS A	0.02	No
3	Hueneme Road/Saviers Road	0.48	LOS A	0.48	LOS A	0.00	No
4	Hueneme Road/Arcturus Avenue	0.41	LOS A	0.41	LOS A	0.00	No
5	Hueneme Road/Edison Drive	0.35	LOS A	0.35	LOS A	0.00	No
6	Hueneme Road/Ventura Road	0.32	LOS A	0.33	LOS A	0.01	No
Source: Associated Traffic Engineers (May 2021)							

**TABLE 5.19-8
CUMULATIVE PROJECTS PLUS PROPOSED PROJECT P.M. PEAK HOUR LEVEL OF SERVICE**

No.	Intersection	Existing		Cumulative Plus Project		Change	Impact?
		ICU	LOS	ICU	LOS		
1	Hueneme Road/J Street	0.31	LOS A	0.31	LOS A	0.00	No
2	Hueneme Road/Perkins Road	0.34	LOS A	0.34	LOS A	0.00	No
3	Hueneme Road/Saviers Road	0.49	LOS A	0.49	LOS A	0.00	No
4	Hueneme Road/Arcturus Avenue	0.62	LOS B	0.62	LOS B	0.00	No
5	Hueneme Road/Edison Drive	0.67	LOS B	0.67	LOS B	0.00	No
6	Hueneme Road/Ventura Road	0.35	LOS A	0.35	LOS A	0.00	No

Source: Associated Traffic Engineers (May 2021)

Table 5.19-7 and *Table 5.19-8 above* show the addition of proposed project trips to the cumulative projects results in the study area intersections operating at LOS B or better. Thus, the cumulative projects plus proposed project would result in less than significant cumulative impacts to the study area intersections based upon the City of Oxnard thresholds during the a.m. and p.m. peak hour periods.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.19.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in no or less than significant project or cumulative impacts related to transportation. Therefore, no significant unavoidable transportation impacts would occur as a result of the proposed project.

5.19.8 Sources Cited

Associated Traffic Engineers, *Port Hueneme Outdoor Vehicle Storage Facility, Oxnard, California Traffic Study*, May 4, 2021.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011.

City of Oxnard, *City of Oxnard 2030 General Plan Draft Program Environmental Impact Report, Recirculated Draft EIR*, February 2009.

City of Oxnard, *City of Oxnard 2030 General Plan Recirculated Draft Program Environmental Impact Report*, November 2009.

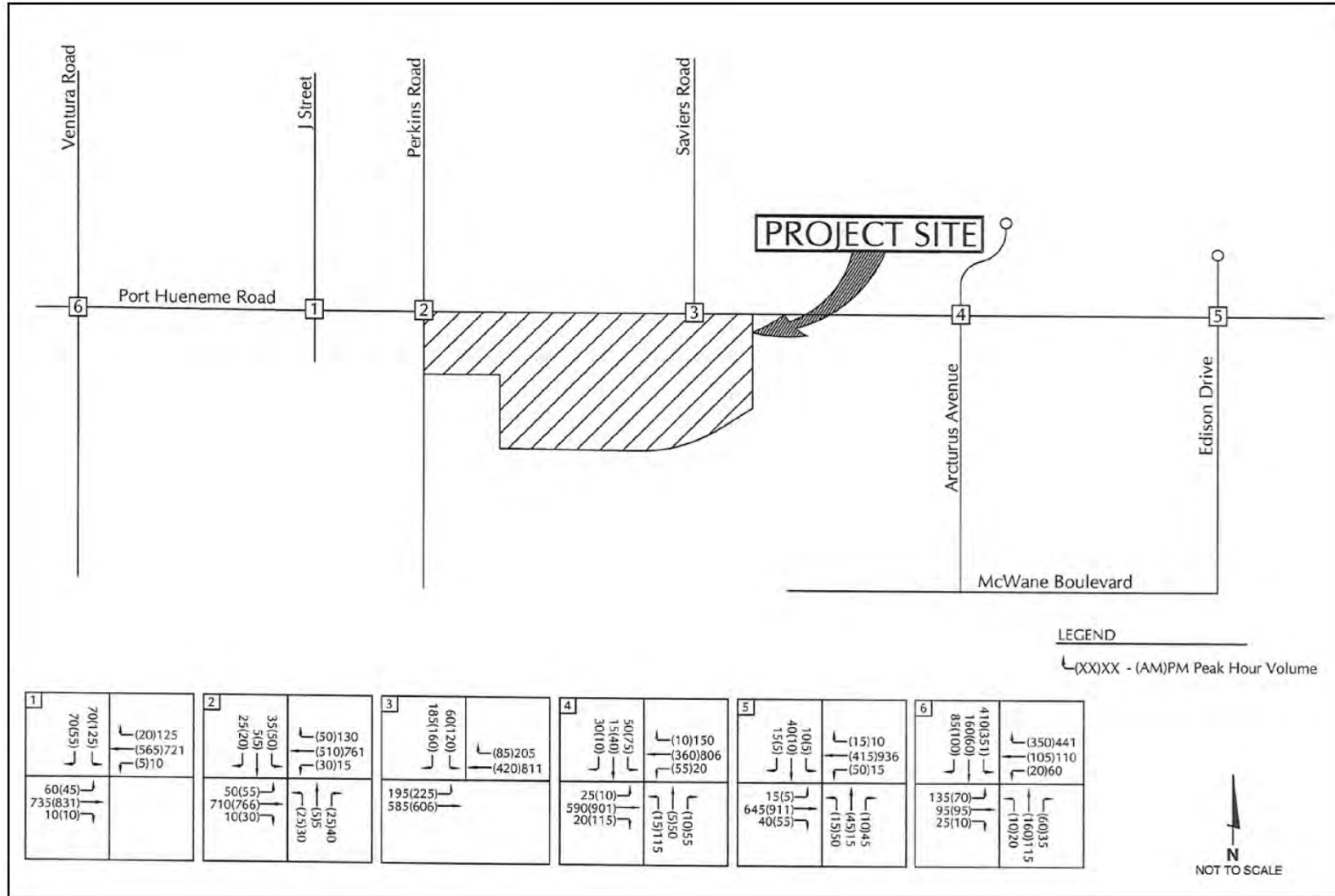
City of Oxnard, *City of Oxnard Bicycle & Pedestrian Facilities Master Plan*, Approved February 2011.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

Gold Coast Transit District, *Bus Book, Service Changes Effective July 26, 2020*.

Ventura County Transportation Commission, *2009 Update Ventura County Congestion Management Program*, Adopted July 10, 2009.

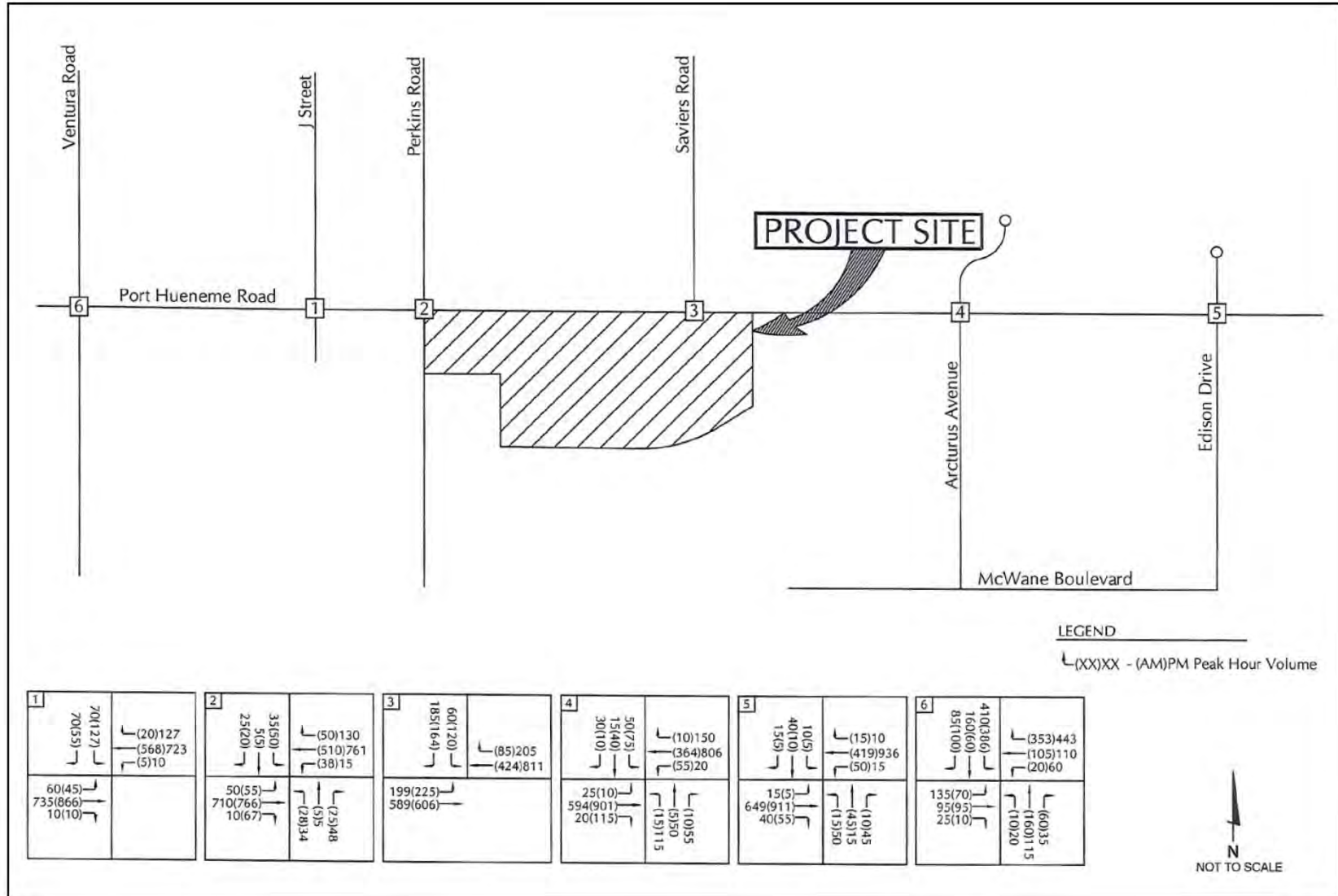
EXHIBIT 5.19-5 CUMULATIVE TRAFFIC VOLUMES



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

EXHIBIT 5.19-6 CUMULATIVE PROJECTS PLUS PROPOSED PROJECT TRAFFIC VOLUMES



Source: Associated Transportation Engineers (May 2021)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

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5.20 WATER

5.20.1 Summary

The table below summarizes the significance threshold criteria utilized in the water analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold WAT-1: Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan.</i>			X	

Cumulative water impacts were concluded as No Impact.

5.20.2 Regulatory Setting

FEDERAL

Safe Drinking Water Act

The Safe Drinking Water Act (SDWA) ensures the quality of drinking water. The law requires actions to protect drinking water and its sources (rivers, lakes, reservoirs, springs, and groundwater wells) and applies to public water systems serving 25 or more people. It authorizes the United States Environmental Protection Agency (USEPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants. In addition, it oversees the states, municipalities, and water suppliers that implement the standards.

USEPA standards are developed as a Maximum Contaminant Level (MCL) for each chemical or microbe. The MCL is the concentration that is not anticipated to produce adverse health effects after a lifetime of exposure, based upon toxicity data and risk assessment principles. USEPA’s goal in setting MCLs is to assure that even small violations for a period of time do not pose significant risk to the public’s health over the long run. National Primary Drinking Water Regulations (NPDWRs or primary standards) are legally enforceable standards that limit the levels of contaminants in drinking water supplied by public water systems.

Secondary standards are non-enforceable guidelines regulating contaminants that may cause cosmetic effects (such as skin or tooth discoloration) or aesthetic effects (such as taste, odor, or color) in drinking water. USEPA recommends secondary standards to water systems but does not require systems to comply. However, states may choose to adopt them as enforceable standards.

Environmental Protection Agency

The USEPA is the federal agency responsible for water quality management and administration of the Clean Water Act (CWA). In California, the USEPA has delegated most of the administration of the CWA to the State Water Resources Control Board (SWRCB). Much of the responsibility for implementation of the SWRCB's policies is delegated to the Regional Water Quality Control Board (RWQCB).

STATE

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act (Porter-Cologne or the Act) established the SWRCB and divided the state into nine regional basins, each with an RWQCB. The SWRCB is the primary state agency responsible for protecting the quality of the state's surface and groundwater supplies. The Act authorizes the SWRCB to draft state policies regarding water quality in accordance with CWA Section 303. In addition, the Porter-Cologne Act authorizes the State Water Board to issue Water Discharge Requirement (WDRs) for projects that would discharge to state waters. Porter-Cologne requires that the State Water Board or the RWQCB adopt water quality control plans, otherwise referred to as basin plans, for the protection of water quality. A basin plan must:

- Identify beneficial uses of water to be protected;
- Establish water quality objectives for the reasonable protection of the beneficial uses; and
- Establish a program of implementation for achieving the water quality objectives.

Basin plans also provide the technical basis for determining WDRs, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every 3 years in accordance with Article 3 of Porter-Cologne and CWA Section 303(c).

Groundwater Management Act

The Groundwater Management Act of 1992 (Water Code Section 10750 et seq.), also known as AB 3030 (Stats. 1992, Ch. 947), provides guidelines for local agencies to acquire authority over the management of groundwater resources in basins recognized by the Department of Water Resources (DWR). Its intent is to promote the voluntary development of groundwater management plans and provide criteria for the plans in order to ensure sustainable groundwater supplies for the future. It stipulates the technical components of a groundwater management plan as well as procedures for such a plan's adoption, including passage of a formal resolution of intent to adopt a groundwater management plan, and holding a public hearing on the proposed plan. AB 3030 also allows agencies to adopt rules and regulations to implement an adopted plan, and empowers agencies to raise funds to pay for the facilities needed to manage the basin, such as extraction wells, conveyance infrastructure, recharge facilities, and testing and treatment facilities. Senate Bill (SB) 1938 (Stats. 2002, Ch. 603) also requires basin management objectives and other additions to be included in local groundwater management plans to comply with the *California Water Code* (Water Code Section 10750–10756).

Sustainable Groundwater Management Act

In September 2014, Governor Brown signed the Sustainable Groundwater Management Act (SGMA), which is comprised of Assembly Bill (AB) 1739, Senate Bill (SB) 1168, and SB 1319. A primary component of the SGMA requires local agencies to adopt groundwater management plans that are tailored to the resources and needs of their communities. Under the SGMA, the DWR will be responsible for implementing new and expanded responsibilities including: 1) developing regulations to revise

groundwater basin boundaries; 2) adopting regulations for evaluating and implementing Groundwater Sustainability Plans (GSPs) and coordination agreements; 3) identifying basins subject to critical conditions of overdraft; 4) identifying water available for groundwater replenishment; and 5) publishing best management practices for the sustainable management of groundwater. To ensure that the DWR is meeting the requirements of the SGMA, the DWR released a Draft Groundwater Sustainability Program Strategic Plan (Strategic Plan) in March 2015. This Strategic Plan aims to document the DWR strategy in helping to implement groundwater sustainability; share information with those who have interests in or management responsibilities for groundwater; and describe the structure through which DWR implements specific actions in coordination with stakeholders and partners.

Senate Bills 610 And 221

Senate Bill (SB) 610 and SB 221 were signed into law in 2001. The bills require lead agencies to obtain an assessment from the local water supplier to determine the sufficiency of the water supply for a proposed development. SB 610 applies at the time an EIR is prepared; SB 221 applies at the time a Tentative Tract Map or other related project actions are approved. Additionally, water agencies must coordinate with land use planning agencies in the development of their Urban Water Management Plans (UWMPs), which include projections of future water demand and water supply availability during normal and dry periods. Water agencies and land use planning agencies within the Region are working together to ensure adequate management and planning for water supplies to meet the needs of growing communities.

Senate Bill X7-7

Senate Bill 7 of Special Extended Session 7 (SB X7-7) was signed into law in November 2009; it calls for progress towards a 20% reduction in per capita water use statewide by 2020. As a result, the legislation now mandates each urban water retail supplier to develop and report a water use target in the retailer's 2010 UWMP. The legislation further requires that retailers report an interim 2015 water use target, their baseline daily per capita use and 2020 compliance daily per capita use, along with the basis for determining those estimates. SB X7-7 provides four possible methods for an urban retail water supplier to use to calculate its water use target. DWR has also developed methodologies for calculating base daily per capita water use, baseline commercial, industrial and institutional water use, compliance daily per capita water use, gross water use, service area population, indoor residential water use and landscape area water use. Agencies not in compliance with SB X7-7 will be ineligible for state loan and grant funding. SB X7-7 also contains requirements for agricultural water suppliers. All agricultural water suppliers, either publicly or privately owned which irrigate 10,000 or more acres are required by SB X7-7 to implement critical Efficient Water Management Practices (EWMPs) and additional EWMPs if locally cost effective and technically feasible. Affected agricultural water suppliers must implement EWMPs by July 1, 2012. Critical EWMPs include:

- Each agricultural water supplier is to measure the volume of water delivered to customers with sufficient accuracy to comply with standards set by DWR.
- Each agricultural water supplier is to develop a pricing structure for water customers, based at least in part on the volume of water delivered.

SB X7-7 also created the Agricultural Water Management Planning Act, which requires affected agricultural water suppliers to adopt Agricultural Water Management Plans (AWMPs). These plans facilitate management and conservation of water suppliers, and also guide and document the implementation of EWMPs. The plans are mandatory for many suppliers and are required to be completed and adopted for affected agricultural water suppliers by December 31, 2012.

Assembly Bill 1881

Assembly Bill (AB) 1881 built upon many past legislative acts related to landscape water use efficiency. AB 1881, the Water Conservation in Landscaping Act of 2006, enacted many landscape efficiency recommendations of the California Urban Water Conservation Council (CUWCC) for improving the efficiency of water use in new and existing urban irrigated landscapes in California. AB 1881 required DWR, no later than January 1, 2009 to update the existing Model Local Water Efficient Landscape Ordinance and local agencies to adopt the updated model ordinance or an equivalent no later than January 1, 2010. DWR has completed the update of the Model Local Water Efficiency Landscape Ordinance. The law also requires the Energy Commission to adopt performance standards and labeling requirements for landscape irrigation equipment, including irrigation controllers, moisture sensors, emission devices, and valves to reduce the wasteful, uneconomic, inefficient, or unnecessary consumption of energy or water. The Model Local Water Efficient Landscape limits the water budget for new landscapes (or rehabilitated landscapes), greater than 2,500 square feet, to 70% of the local reference evapotranspiration (ET). The model ordinance lays out the procedures for evaluating potential landscape water use during the land development process. In addition, the ordinance contains requirements for planting as well as the design and maintenance of irrigation systems, all with the intent of limiting outdoor water use and avoiding irrigation runoff.

Assembly Bill 2882

This bill was passed in 2008 and encourages public water agencies throughout California to adopt conservation rate structures that reward consumers who conserve water. Prior to AB 2882, state law authorized water agencies to promote conservation using rate structures; however, some agencies were concerned that such rate structures may be inconsistent with other parts of state law. AB 2882 clarifies the allocation-based rate structures and establishes standards that protect consumers by ensuring a lower base rate for those who conserve water.

California Department of Water Resources

The California Department of Water Resources (DWR) is responsible for the planning, construction, and operation of State Water Project (SWP) facilities, including the California Aqueduct, and sets conditions on use of SWP facilities. In addition, DWR is responsible for statewide water planning, evaluating urban water management plans, overseeing dam safety and flood control, and transfer of certain water rights permits (e.g., pre-1914).

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) administers water rights, water pollution control, and water quality functions throughout the State, while the Regional Water Quality Control Boards (RWQCBs) conduct planning, permitting, and enforcement activities.

California Department of Public Health

The California Department of Public Health (DPH) implements the SDWA. In addition, it oversees the operational permitting and regulatory oversight of public water systems. DPH requires public water systems to perform routine monitoring for regulated contaminants that may be present in their drinking water supply. To meet water quality standards and comply with regulations, a water system with a contaminant exceeding an MCL must notify the public and remove the source from service or initiate a process and schedule to install treatment for removing the contaminant. Health violations occur when

the contaminant amount exceeds the safety standard (MCL) or when water is not treated properly. In California, compliance is usually determined at the wellhead or the surface water intake. Monitoring violations involve failure to conduct or to report in a timely fashion the results of required monitoring. In addition, DPH conducts water source assessments, oversees water recycling projects, permits water treatment devices, certifies water system employees, promotes water system security, and administers grants under the state Revolving Fund and state bonds for water system improvements.

California Water Plan

The California Water Plan provides a framework for water managers, legislators, and the public to consider options and make decisions regarding California's water future. The plan, updated every 5 years, presents basic data and information on California's water resources including water supply evaluations and assessments of agricultural, urban, and environmental water uses to quantify the gap between water supplies and uses. The plan also identifies and evaluates existing and proposed statewide demand management and water supply augmentation programs and projects to address the state's water needs.

State Water Project

The SWP is a water storage and delivery system of reservoirs, aqueducts, power plants, and pumping plants. Its main purpose is to store water and distribute it to 29 urban and agricultural water suppliers including Southern California. The organization permits Metropolitan Water District of Southern California (MWD) 1,911,500 acre-feet per year (AFY), Table A until December 31, 2035. The Table A Amount is the maximum amount of water to which a SWP Contractor has a contract right to request delivery each year of the highest priority available under the SWP Contractor's water supply contract, as specified in Table A of the contract. The Table A Amount is not equivalent to actual deliveries of water in any given year, and the water actually available for delivery in any given year may be an amount less than the SWP Contractor's Table A Amount. Depending upon hydrologic conditions, the amount of water in storage, the operational constraints, requirements imposed by regulatory agencies to meet environmental water needs, the amount of water requested by other SWP Contractors, climatic conditions, and other factors, the Table A amount may vary.

Urban Water Management Plan

Urban Water Management Plans (UWMPs) are prepared by California's urban water suppliers to support their long-term resource planning and ensure adequate water supplies are available to meet existing and future water demands. Every urban water supplier that either provides over 3,000 acre-feet of water annually or serves more than 3,000 or more connections is required to assess the reliability of its water sources over a 20-year planning horizon considering normal, dry, and multiple dry years. This assessment is to be included in its UWMP, which are to be prepared every 5 years and submitted to DWR. DWR then reviews the submitted plans to make sure the plans encompass the requirements identified in the UWMP Act (Division 6 Part 2.6 of the Water Code §10610–10656).

California Public Resources Code

As defined in *California Public Resources Code* §10910, a city or county determines whether the projected water demand associated with a project was included as a part of the most recently adopted urban water management plan. If the water demand associated with the project was not accounted for in the most recently adopted urban water management plan, the water supply assessment for the project must include a discussion with regard to whether the public water system's total projected water supplies available during normal, single dry and multiple dry water years during a 20-year projection would meet

the projected water demand associated with the project, in addition to the water systems' existing and planned future uses.

REGIONAL

Metropolitan Water District of Southern California

The Metropolitan Water District of Southern California (MWD) encompasses numerous cities and water districts that are responsible for importing drinking water for residents in Los Angeles, Orange, San Diego, Riverside, San Bernardino, and Ventura counties. MWD obtains water from two primary sources: 1) the Colorado River and 2) the State Water Project (SWP), which is operated by the DWR.

Calleguas Municipal Water District

The Calleguas Municipal Water District (CMWD) is a municipal water district formed in 1953 to import and distribute water in northwestern Los Angeles County and southern Ventura County. CMWD became a member agency of MWD in 1960. CMWD is largely a pass-through, wholesale water agency and currently receives a majority of its potable water supplies from MWD. It purchases imported water from MWD, operates a groundwater bank within eastern Ventura County, and provides wholesale water service to cities, public districts, investor-owned utilities, and other customers within its service boundary, including the City of Oxnard. CMWD adopted an Urban Water Management Plan (UWMP) in 2015, which establishes the agency's historical and projected water demands and supplies.

The CMWD is planning to supply the City with adequate water quantity, per the City of Oxnard's 2015 UWMP. The City's current and projected future water demand was included in the regional demands analyzed in the CMWD 2015 UWMP.

CITY OF OXNARD

Urban Water Management Plan

The mission of the City of Oxnard Public Works Department is to enhance the quality of life in the City of Oxnard by providing the highest quality of public works services, facilities and infrastructure. To that end, the City of Oxnard Public Works Department (Oxnard) operates a retail water distribution system to provide its citizens with a source of safe and reliable drinking water. Maintaining a reliable and safe drinking water supply is a significant effort for Oxnard which requires continual planning and upkeep as the resources and technologies available to Oxnard change.

The purpose of the *2015 Urban Water Management Plan (2015 UWMP)* is to provide the public, stakeholders and Oxnard with an updated status and plan for the Oxnard Water System including:

- Water deliveries and uses
- Water supply sources
- Efficient water uses
- Demand management measures
- Water shortage contingency planning

The *2015 UWMP* was prepared in compliance with the Water Conservation Act of 2009, also known as SBX 7-7, under the authorization of the City of Oxnard. Oxnard has undertaken several planning efforts since the 2010 UWMP including the Public Works Integrated Master Plan (PWIMP) (Carollo, December

2015), which has been used as a source for much of the information presented in the 2015 UWMP. The City Council adopted Resolution No. 14949 approving the 2015 UWMP on June 20, 2016.

The City of Oxnard is currently preparing the 2020 Urban Water Management Plan, and a Public Review Draft dated July 2021 has been released. The City will continue outreach/engagement and the City approval through the summer and fall of 2021.

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Infrastructure and Community Services Chapter (Chapter 4) are listed below.

- | | |
|------------------|--|
| Goal ICS-1 | Adequate Facilities. Provision of adequate facilities and services that maintain service levels, with adequate funding. |
| Policy ICS-1.2 | <i>Development Impacts to Existing Infrastructure.</i> Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development. |
| Policy ICS-1.4 | <i>Infrastructure Conditions of Approval.</i> New development should not be approved unless: <ul style="list-style-type: none"> • The applicant demonstrates adequate public services and facilities are available • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement • Infrastructure improvements are consistent with City infrastructure master plans; and • Required infrastructure needed for future new development is self-funded. |
| Goal ICS-11 | Water Supply and Water Quality. Water supply, quality, distribution, and storage adequate for existing and future development. |
| Policy ICS-11.12 | <i>Water for Irrigation.</i> Require the use of non-potable water supplies for irrigation of landscape and agriculture, whenever available. |

5.20.3 Environmental Setting

WATER SUPPLY

The City of Oxnard's water service area is shown in *Exhibit 5.20-1, Water Supply Key Features, City of Oxnard*. The 2015 UWMP reported that the City of Oxnard Public Water System included 2,015 municipal connections and supplied 25,806 acre feet of water.

The City of Oxnard's (Oxnard) water supply consists of three sources: imported surface water from Calleguas Municipal Water District (CMWD), local groundwater from United Water Conservation District (UWCD), and local groundwater from Oxnard's wells. Oxnard blends water from these three sources to achieve an appropriate balance between water quality, quantity, reliability, and cost. Water sources converge at six Blending Stations (BS) and blended water is then distributed to customers. Additionally, Oxnard produces recycled water at its Advanced Water Purification Facility (AWPF) and delivers recycled water via its Recycled Water Backbone System

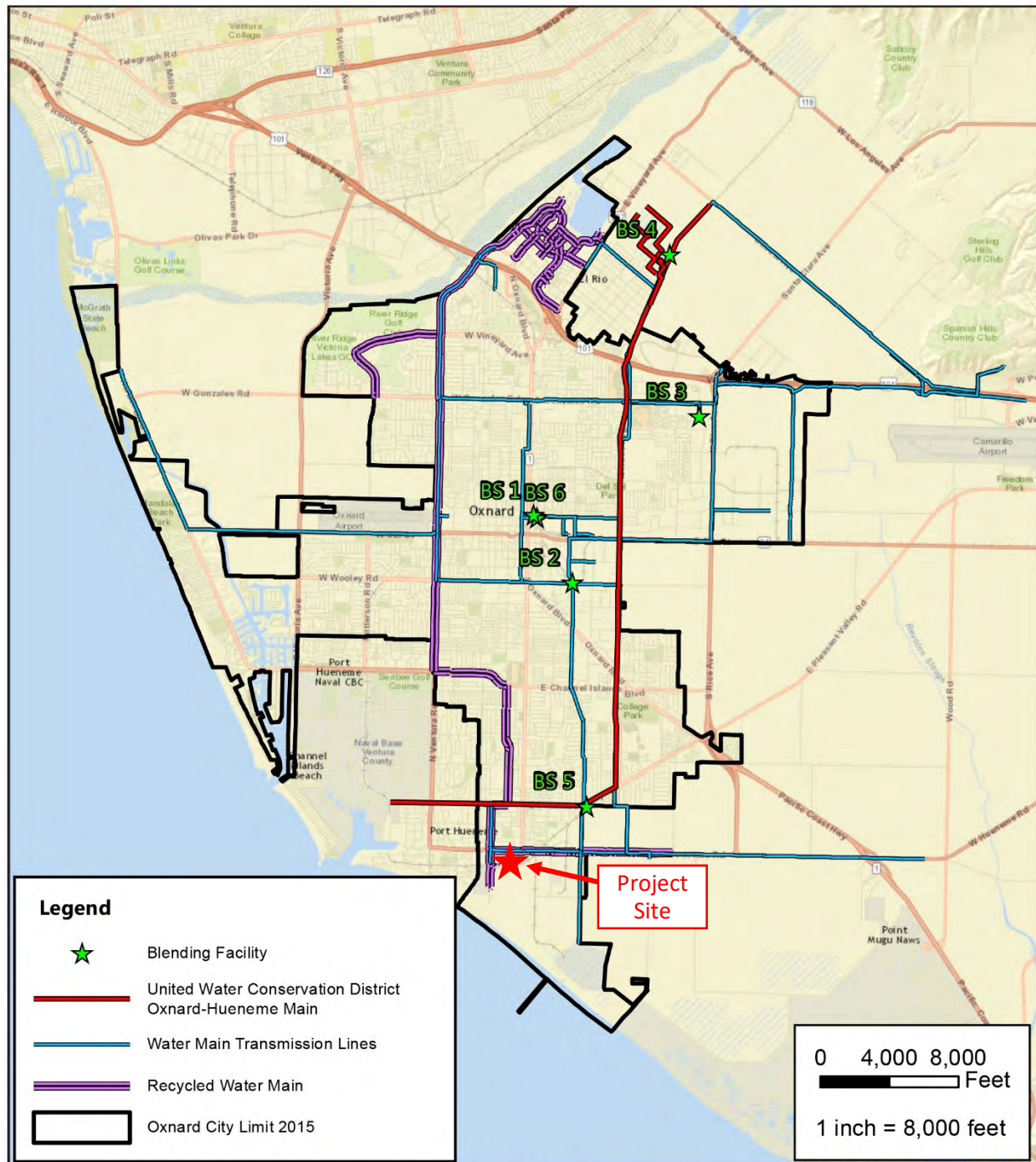
Oxnard purchases groundwater from United Water Conservation District (UWCD), who diverts water from the Santa Clara River at the Freeman Diversion and utilizes spreading basins to recharge the Oxnard Forebay groundwater basin. UWCD then pumps this groundwater and delivers it to Oxnard and other users via the Oxnard-Hueneme (O-H) Pipeline. Similar to Oxnard's groundwater supplies, UWCD's groundwater is under the jurisdiction of the Fox Canyon Groundwater Management Agency (FCGMA). FCGMA ordinances have reduced the amount of groundwater available to Oxnard through UWCD.

Oxnard purchases its imported water supply from Calleguas Municipal Water District (CMWD), who is a member agency of the Metropolitan Water District of Southern California (MWD), a wholesale supplier of State Water Project water. Oxnard's connection to CMWD is at the Springville Reservoir in Camarillo. Oxnard blends imported water with groundwater to balance water quality and cost.

MWD faces a number of challenges in providing adequate, reliable, and high quality supplemental water supplies for southern California, including the continuing dry hydrologic conditions and Sacramento-San Joaquin River Delta issues. The current water supply conditions affecting the quantity of MWD deliveries include record low contract supplies are available from the State Water Project (SWP) due to drought and Delta issues, an extended drought in the Colorado River watershed has decreased supplies to the Colorado River Aqueduct (CRA), groundwater basins and local reservoirs have dropped to very low operating levels, and supply available for the Los Angeles Aqueduct is reduced due to drought and Owens Lake issues.

Groundwater supplied to the City of Oxnard is drawn from the Oxnard Plain Groundwater Basin, a subbasin of the Santa Clara River Valley Groundwater Basin (Groundwater Basin Number 4-4.02). The Oxnard Plain Groundwater Basin is an alluvial basin containing a collection of interconnected aquifers separated by layers of clay strata. The Oxnard Plain Groundwater Basin can be generally categorized into three parts: the Oxnard Forebay, the Upper Aquifer System and the Lower Aquifer System.

EXHIBIT 5.20-1 WATER SUPPLY KEY FEATURES, CITY OF OXNARD



Source: City of Oxnard 2015 Urban Water Management Plan With Errata Included (January 2018)

Port of Hueneme – Temporary Outdoor Vehicle Storage Facility
Environmental Impact Report

GROUNDWATER MANAGEMENT PLAN

In May 2007, the FCGMA, together with UWCD and CMWD, issued a Groundwater Management Plan which was an update to the 1985 plan and incorporates the studies conducted since the original plan was prepared. The goal of the plan is to address a variety of ongoing basin issues, in addition to the original goal to contain saline intrusion. The plan concludes that the annual yield of the basin must be reduced from 120,000 AFY to 100,000 AFY to achieve the basin management objectives. The plan presents and evaluates the strategies currently under development as well as future strategies to achieve the basin management objectives.

WASTEWATER AND RECYCLED WATER

As part of the City of Oxnard’s Groundwater Recovery Enhancement and Treatment (GREAT) Recycled Water Program, the City has constructed an Advanced Water Purification Facility (AWPF) utilizing Reverse Osmosis (RO) technology to recycle water. The main transmission pipelines for the recycled water system were constructed in 2011. As of 2015, the AWPF has the capacity to produce 7,000 AFY (6.25 million gallons per day [MGD]).

Oxnard intends to use recycled water from the AWPF for landscape irrigation of parks, schools, golf courses and common areas. In 2015, the River Ridge Golf Course, which had been using its own groundwater well, was converted to recycled water use and Oxnard also entered into an agreement with agricultural users in the Oxnard Plain to provide recycled water when available. These users are outside the City’s service area, but will make beneficial use of this resource.

PROJECT SITE

The project site is located at the southeast corner of Hueneme and Perkins Roads, and is currently located in the City of Oxnard service area boundary. Existing potable and recycled water lines are located on both Hueneme and Perkins Roads.

5.20.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this Section. Accordingly, water impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold WAT-1:* Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.20.5 Project Impacts and Mitigation Measures

New or Expanded Water Supply Entitlements

The proposed project could need new or expanded water supply entitlements that are not anticipated in the current water management plan (Threshold WAT-1).

Impact Analysis: The project site is within the boundary of the City of Oxnard’s water service area. The City’s 2015 UWMP addresses water supply during normal, dry, and multiple dry years for Years 2020, 2025, 2030, 2035, and 2040. The project site is also vacant and undeveloped, and the surrounding area to the north, south, west, and east is primarily developed and urbanized. The proposed project includes the temporary outdoor storage of new vehicles and would utilize water for the maintenance of the landscape screening along the site perimeter.

The project site is within the City of Oxnard’s service area, with existing potable and recycled water infrastructure and water supply available to service the proposed project. The proposed project would install water lines on-site to connect to the City’s system. While not determined at this time, there is the potential for the proposed project to utilize treated and recycled water from the City of Oxnard’s Advanced Water Purification Facility (AWPF) to irrigate the on-site landscaping.

The proposed project includes approximately 36,218 square feet (approximately 0.83 acres) of landscaping. It is estimated that landscape watering would use up to 1,122,201 gallons per year or 3.44 acre-feet/year. This represents 0.098 percent (year 2020) and 0.094 percent (year 2025) of the landscape water demand projected in the 2015 UWMP.

The proposed project would be required to comply with *City Code* Chapter 22, Article XIII, Landscape Water Conservation Standards, as well as any other City-mandated water use restrictions, which help to reduce the water consumption needed for the on-site landscaping. In addition, there is the potential for the proposed project to utilize treated and recycled water from the AWPF to irrigate the on-site landscaping, which reduces the use of potable water sources.

The 2015 UWMP accounts for the water use of current and future development of all use types for the years 2020 to 2040. The project site is zoned M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone). The water demand for future industrial uses on the project site has been accounted for in the 2015 UWMP. As such, the proposed project would not require new or expanded water supply entitlements that are not anticipated in the 2015 UWMP, which indicates that the City would have sufficient water supplies to meet all demands within its service boundary through 2040. Thus, the proposed project would result in a less than significant impact.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.20.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to water supply.

Impact Analysis: The City’s 2015 UWMP takes into account the future water demands of proposed development projects based on housing, population and employment growth forecasts for the City. Adequate water supply would be available in normal and dry years to serve the proposed project. Water availability for related cumulative projects would be determined on a case-by-case basis. In accordance with SB 610, a water supply assessment would be required for projects exceeding established development thresholds.

The City, CMWD, or other applicable water district, would review site-specific development plans to determine the impact on existing water mains. Individual projects would be required to pay the cost to relocate existing water mains impacted by new development.

The development potential of the proposed project and related cumulative projects is consistent with the relevant General Plan, and has been accounted for in the associated Environmental Impact Report. Thus, the proposed project and related cumulative projects would not generate new or additional impacts beyond those already identified in the relevant General Plan EIR. In conclusion, with implementation of applicable project-specific conditions determined by City Staff as part of the plan review, relevant General Plan EIR mitigation measures, and compliance with the Municipal Code and General Plan goals, objectives, and policies, cumulative impacts would be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.20.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts related to water supply and facilities. Therefore, no significant unavoidable water impacts would occur as a result of the proposed project.

5.20.8 Sources Cited

Black and Veatch, *Calleguas Municipal Water District 2015 Urban Water Management Plan - Final*, June 2016.

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011, Amended (includes amendments through December 2016).

City of Oxnard, *City of Oxnard 2030 General Plan Recirculated Draft Program Environmental Impact Report*, November 2009.

City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *Public Works Integrated Master Plan Executive Summary*, May 2016.

MNS Engineers, Inc., *City of Oxnard 2015 Urban Water Management Plan With Errata Included*,
January 19, 2018.

United States Department of Energy, Federal Energy Management Program, *Guidelines for Estimating
Unmetered Landscaping Water Use*, July 2010.

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5.21 WASTEWATER

5.21.1 Summary

The table below summarizes the significance threshold criteria utilized in the wastewater analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold WW-1:</i> Require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments.			X	

Cumulative wastewater impacts were concluded as No Impact.

5.21.2 Regulatory Setting

FEDERAL

Clean Water Act/National Pollutant Discharge Elimination System Permits

The Clean Water Act (CWA) is the foundation of water quality protection in the United States. The CWA statute employs a variety of regulatory and non-regulatory tools to reduce direct pollutants that are discharged into waterways, finances municipal wastewater treatment facilities, and manages polluted runoff. These strategies are combined and utilized to accomplish the broader goal of restoring and maintaining the chemical, physical, and biological integrity of the nation’s waters to protect habitat and recreation in and on the water.

The CWA regulates discharge from non-point sources and traditional point source facilities, including municipal sewage plants and industrial facilities. Point sources are required to obtain a permit from the proper authority (usually a state, but sometimes the United State Environmental Protection Agency [UPEPA], a tribe, or a territory). CWA 402 established the National Pollutant Discharge Elimination System (NPDES) regulatory program to regulate municipal and industrial discharges to surface waters of the United States. Federal NPDES permit regulations have been established for broad categories of discharges, including point-source municipal waste discharges and nonpoint-source stormwater runoff. NPDES permits generally identify effluent and receiving water limits on allowable concentrations and/or mass emissions of pollutants contained in the discharge; prohibitions on discharges not specifically allowed under the permit; and provisions that describe required actions by the discharger, including industrial pretreatment, pollution prevention, self-monitoring, and other activities. NPDES permits also cover discharges from storm sewer systems in larger cities, storm water associated with numerous kinds of industrial activity, runoff from construction sites disturbing more than one acre, mining operations, and animal feedlots and aquaculture facilities above certain thresholds.

Wastewater discharge is regulated under the NPDES permit program for direct discharges into receiving waters and by the National Pretreatment Program for indirect discharges to a sewage treatment plant. In California, the federal requirements are administered by the State Water Resources Control Board, and individual NPDES permits are issued by the California Regional Water Quality Control Boards (RWQCBs).

Indirect dischargers, such as one that sends its wastewater into a city sewer system that eventually travels to a sewage treatment plant, are not required to obtain NPDES permits. Though the NPDES program does not regulate indirect discharges, another CWA program referred to as pretreatment does apply to this type of discharge.

National Pretreatment Program

The National Pretreatment Program is an extension of the NPDES regulatory program, and is a collaborative effort of federal, state, and local regulatory environmental agencies established to protect water quality. The program is intended to reduce pollutants discharged by industry and other non-domestic wastewater sources into municipal sewer systems, resulting in a reduction of pollutants released into the environment through wastewater. Program objectives are to protect Publicly Owned Treatment Works (POTW) from pollutants that could interfere with plant operation, prevent pollutants that may pass through untreated, and/or improve opportunities for the POTW to reuse generated wastewater and sludges.

Pretreatment refers to the requirement that non-domestic sources discharging wastewater to POTWs control discharge and meet limits set by the appropriate review authority. The control of the pollutants may necessitate treatment prior to discharge, hence the term pretreatment. Limits may be met by the non-domestic source through key pollution prevention techniques, such as product substitution, recycle and material reuse, or wastewater treatment.

STATE

State Water Resources Control Board

The State Water Resources Control Board (SWRCB) in California is responsible for ensuring the highest water quality within the state, while allocating those waters to achieve the optimum balance of beneficial uses. California's rapid population growth creates current challenges to overcome, as well as a continual struggle over valuable water flows. The SWRCB is faced with difficult demands, including fixing ailing sewer systems, building new wastewater treatment plants, and cleaning up underground water sources impacted by the very technology and industry that has provided California with such an abundant economy.

REGIONAL

Calleguas Municipal Water District

The 2015 Urban Water Management Plan (UWMP) designates the use of recycled wastewater for industrial and irrigation purposes. Methods to encourage use of recycled wastewater for industrial and irrigation uses include both mandatory use and lower prices for recycled water.

Regional Water Quality Control Board

In the Porter-Cologne Water Quality Control Act⁸⁰ (Porter-Cologne), the California State Legislature declared that the “*state must be prepared to exercise its full power and jurisdiction to protect the quality of the waters in the state from degradation.*” Porter-Cologne grants the boards authority to implement and enforce water quality laws, regulations, policies, and plans to protect the state’s groundwater and surface waters.

The Los Angeles Regional Water Quality Control Board (RWQCB) is the local division of the State Water Resources Control Board (SWRCB) that has oversight authority over the project area. The SWRCB is a state department that provides a definitive program of actions designed to preserve and enhance water quality and to protect beneficial uses of water in California. The Los Angeles RWQCB issues NPDES permits in Ventura County, including the City of Oxnard. NPDES permits allow the RWQCB to collect information on where the waste is disposed, what type of waste is being disposed, and what entity is disposing of the wastes. The RWQCB is also charged with conducting inspections of permitted discharges and monitoring permit compliance.

CITY OF OXNARD

Programs

The Wastewater Source Control Program provides regulatory compliance oversight to other City programs, the City’s industrial and business community, the Naval Base Ventura County (NBVC), the City of Port Hueneme, a portion of the City of Camarillo, County of Ventura Service Areas 30 (Nyeland Acres) and 34 (El Rio), including the Pretreatment Program, as required by the City’s NPDES permit for wastewater system.⁸¹

The Stormwater Quality Management Program is responsible for compliance with the Countywide NPDES Storm Water Permit related to storm water discharges generated by runoff from land and impervious areas, such as paved streets, parking lots, and building rooftops during rainfall events that often contain pollutants in quantities that could adversely affect water quality.

The Oxnard *Public Works Integrated Master Plan (PWIMP or Plan)* establishes policies, programs, and projects which aim to address the challenges pertaining to wastewater and other City-provided utilities, in a holistic and integrated manner. The *Plan* will help respond to future planned population growth, as well as new regulatory requirements and aging infrastructure. Because the Oxnard Wastewater Treatment Plant (OWTP) is sufficiently meeting the wastewater treatment demand and is projected to through beyond 2040, major upgrades consist of existing infrastructure/facility replacement to maintain existing service levels.

80 State Water Resources Control Board, “Porter Cologne Water Quality Control Act” California Water Code, Division 7. Water Quality, effective January 1, 2008.

81 City of Oxnard, Wastewater Division Online <https://www.oxnard.org/city-department/publicworks/wastewater/>, accessed August 27, 2020.

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Infrastructure and Community Services Chapter (Chapter 4) and Environmental Resources Chapter (Chapter 5) are listed below.

Infrastructure and Community Services

- | | |
|-----------------|--|
| Goal ICS-1 | Provision of adequate facilities and services that maintain service levels, with adequate funding. |
| Policy ICS-1.2 | <i>Development Impacts to Existing Infrastructure.</i> Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development. |
| Policy ICS-1.4 | <i>Infrastructure Conditions of Approval.</i> New development should not be approved unless: <ul style="list-style-type: none"> • The applicant demonstrates adequate public services and facilities are available, • Infrastructure improvements incorporate a range of feasible measures that can be implemented to reduce all public safety and/or environmental impacts associated with the construction, operation, or maintenance of any required improvement, • Infrastructure improvements are consistent with City infrastructure master plans, and • Required infrastructure needed for future new development is self-funded. |
| Goal ICS-11 | Water supply, quality, distribution, and storage adequate for existing and future development. |
| Policy ICS-11.1 | <i>Regional Water Quality Management Plans.</i> Support the countywide Water quality Management Plan, the Sea Water Intrusion Abatement Program, wastewater reclamation, water conservation programs, and regional coordination. |
| Policy ICS-11.2 | <i>Maintain Water Capital Master Plans.</i> Continue to update as needed the City’s Master Plan of Drainage (2001), Water Master Plan (2003), Urban Water Management Plan (2005), Wastewater Master Plan (2008), and Recycled Water Master Plan, Phase I (2009) to address water related constraints and opportunities. |
| Goal ICS-12 | Adequate capacity at the City Wastewater Treatment Plant to accommodate existing and future development. |
| Policy ICS-12.1 | <i>Water Recycling and Resource Recovery.</i> Require water recycling and resource recovery where possible in industrial operations to minimize sewer flows and sewer treatment demands. |

- Policy ICS-12.2 *Monitoring Plant Performance.* Continue to monitor the performance of the City wastewater treatment plant to determine when additional capacity will be required and plan for needed treatment capacity.
- Policy ICS-12.3 *Wastewater Discharge Monitoring.* Monitor and ensure that discharges comply with approved permits.
- Policy ICS-12.4 *Wastewater Discharge.* Treat all wastewater in compliance with approved discharge permits.
- Policy ICS-12.5 *Sedimentation Control.* Require by conditions of approval that silt and sediment from construction be either minimized or prohibited.
- Policy ICS-12.6 *Timing of Future Development.* Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.

Environmental Resources

- Goal ER-5 Well managed water supply and wastewater treatment programs that together meet expected demand, prevent groundwater overdraft, and ensure water quality.
- Policy ER-5.1 *Wastewater Treatment.* Treat all wastewater in compliance with approved discharge permits.
- Policy ER-5.2 *208 Wastewater Control Plan.* Support updating the “208” Wastewater Control Plan to control urban and nonurban runoff.
- Policy ER-5.4 *Wastewater Monitoring.* Monitor all wastewater discharges on a periodic basis to ensure that discharges comply with approved permits.

City Code

Chapter 19: Public Works; Article I. Sewerage System; Wastewater Disposal⁸²

This chapter is current through local legislation Ordinance Number 2975, passed February 18, 2020. This article sets forth uniform requirements for users of the municipal wastewater system of the city (system) and enables the city to comply with all applicable state and federal laws including the Clean Water Act (33 USC Sections 1251 et seq.), general pretreatment regulations (40 CFR Part 403), and the requirements of the city's national pollutant discharge elimination system (NPDES) permit. The Article establishes rules and regulations for establishing sewer service connections and provisions for extension of the sewer system. Additionally, the Article established discharges that are prohibited from entering the City sewer system such as:

- Pollutants that create a fire or explosive hazard in the system
- Any pollutant or wastewater that may cause corrosive structural damage to the city system or equipment
- Storm water, surface water, ground water, artesian well water, roof runoff, subsurface drainage, swimming pool drainage, condensate, deionized water, single pass noncontact cooling water and unpolluted wastewater, unless specifically authorized by the city manager

⁸² City of Oxnard, *City Code* https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-43730, accessed August 27, 2020.

- Wastes defined as hazardous waste by RCRA or the California Hazardous Waste Control Law
- Solids greater than a half inch in diameter

The objectives of the Article are included in Section 19-1, Purpose and Policy. This Article authorizes the issuance of industrial wastewater discharge permits; authorizes monitoring, compliance, and enforcement activities; establishes administrative review procedures; requires user reporting; and provides for the setting of fees for the equitable distribution of costs resulting from the program established within the *City Code*. The Article shall apply to all persons within the city who use the system and to persons outside the city who, by contract with the city, are included as users of the system. By discharging wastewater into the system, users located beyond the city limits agree to comply with the terms and conditions established in this article, as well as any permits, contracts or orders issued hereunder.

Except as otherwise provided within the *City Code*, the city manager shall administer, implement, and enforce the provisions of this article.

5.21.3 Environmental Setting

WASTEWATER SYSTEMS

The City of Oxnard provides wastewater collection and treatment services through the Public Works Wastewater Division (PWWD). The Oxnard Wastewater Treatment Plant (OWTP) provides treatment capacity for wastewater flows generated in the City's service area. The plant is located at 6001 South Perkins Road in southwest Oxnard and sits southwest of the project site and termination of Perkins Road. The OWTP has a permitted capacity of 31.7 million gallons per day (mgd) and is projected to increase to 27.5 mgd by the year 2040. The OWTP currently treats approximately 20 mgd.

The OWTP serves the cities of Oxnard and Port Hueneme, Naval Base Ventura County, and several adjacent unincorporated areas of the County. The site is served by several sewer lines: Chumash Creek Sewer (formerly identified as J Street Sewer), Ventura Road Trunk Sewer, and South Oxnard Boulevard Trunk Sewer.

The City owns, operates, and maintains over 425 miles of sewer pipeline and 15 wastewater lift stations.⁸³ The Wastewater Collection System Maintenance and Upgrades Program is responsible for the maintenance, repair, and upgrade of the City's wastewater collection system, including pipelines and lift stations, on both a routine and emergency basis. Three additional pumping stations owned and operated by other entities also discharge to the City's wastewater system.

5.21.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines* (May 2017) have been utilized as thresholds of significance in this section. Accordingly, wastewater impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold WW-1:* Require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments.

⁸³ City of Oxnard, *City of Oxnard 2030 General Plan Goals and Policies*, Adopted October 2011 (including amendments through December 2016).

Based on these significance thresholds and criteria, the proposed project's effects have been categorized as either "no impact," a "less than significant impact," or a "potentially significant impact." Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.21.5 Project Impacts and Mitigation Measures

NEW OR EXPANDED WASTEWATER SYSTEMS

The proposed project could require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments (Threshold WW-1).

Impact Analysis:

WASTEWATER CONVEYANCE

Wastewater infrastructure does not exist on the project site, nor would any be installed with the proposed project. The proposed project includes a portable restroom that would be available only for on-site personnel and serviced as needed by a waste services provider. The portable restroom would be removed after expiration of the Special Use Permit.

The *Public Works Integrated Master Plan* includes the project site in the Master Plan Wastewater Service Area. The OWTP has current and future capacity to accommodate the limited wastewater, generated by the proposed project; refer to Treatment Capacity analysis below.

The proposed project would not generate significant amounts of wastewater resulting in an exceedance of the planned capacity, nor would the proposed project result in the construction or expansion of wastewater treatment facilities. Thus, less than significant impacts would result from implementation of the proposed project.

TREATMENT CAPACITY

The proposed project would not generate a significant amount of wastewater, as the one portable restroom would only be available to on-site personnel. Portable restroom providers generally recommend one restroom for up to ten employees for a 40-hour work week.

The temporary outdoor vehicle storage facility would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees would arrive at the vehicle storage facility Monday through Saturday between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards each work a 8-hour shift, such that one security guard would remain on-site at all times. Thus, there is the potential for up to 13 employees on-site at the same time during the hours of 7:30 a.m. to 4:00 p.m.

The one portable restroom would be adequate for the proposed employees. The Applicant would be required to coordinate regular maintenance and service of the portable restroom, which is recommended once every week, or more as needed.

The amount of wastewater generated with one portable restroom per week is approximately 70 gallons (approximately 10 gallons per day), or 3,640 gallons annually.

Currently, the OWTP treats approximately 20 mgd. The proposed project would require approximately 0.00005 percent of the daily treatment capacity, and as such, would not result in any exceedance of the OWTP capacity. Thus, less than significant impacts would result from implementation of the proposed project.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than Significant Impact.

5.21.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to wastewater services and/or facilities.

Impact Analysis: The *City of Oxnard 2030 General Plan* designates the site as Limited Industrial (I LT) and Park (PRK), and as such has accounted for future development on the site. The *Public Works Integrated Master Plan* indicates that the OWTP’s current capacity is 31.7 mgd with average daily flows of approximately 20.0 mgd and flows projected to increase to 27.5 mgd by the year 2040.

At the time of project design, each project applicant would be required to prove to the City of Oxnard or other applicable jurisdictions that project-related flows would not impact the wastewater system or alternatively, the applicant shall provide adequate funds for necessary improvements to the wastewater system. Due to this requirement, the proposed project and related projects would not result in significant impacts to wastewater service and facilities.

The wastewater flow associated with the proposed project and related projects is not anticipated to exceed levels associated with approved growth in the City of Oxnard or adjacent jurisdictions. Nonetheless, the City of Oxnard or other applicable jurisdictions would not issue connection permits to the wastewater system if a project cannot demonstrate that sufficient capacity exists to serve the proposed development. As such, wastewater flows from the proposed project and other related projects would not cause an exceedance of capacity of the wastewater conveyance system or to the OWWTP or other regional treatment plants. The proposed project and related projects would be required to pay a connection fee, as applicable, to mitigate impacts of the development on the wastewater system, ensuring impacts remain at less than significant. Thus, implementation of the proposed project would not contribute to a cumulatively considerable impact on wastewater, and impacts are concluded to be less than significant.

Level of Significance Before Mitigation

Less Than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.21.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts related to wastewater. Therefore, no significant wastewater impacts would occur as a result of the proposed project.

5.21.8 Sources Cited

City of Oxnard, *City Code* https://codelibrary.amlegal.com/codes/oxnard/latest/oxnard_ca/0-0-0-43730, accessed August 27, 2020.

City of Oxnard, *City of Oxnard General Plan Draft Background Report*, April 2006.

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City of Oxnard, *Mitigated Negative Declaration No. 18-02*, December 13, 2018.

City of Oxnard, *Public Works Integrated Master Plan*, May 2016.

City of Oxnard, Wastewater Division Online: <https://www.oxnard.org/city-department/publicworks/wastewater/>, accessed August 27, 2020.

State Water Resources Control Board, *“Porter Cologne Water Quality Control Act” California Water Code*, Division 7. Water Quality, effective January 1, 2008.

United States Environmental Protection Agency, *Summary of the Clean Water Act*, July 28, 2020.

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5.22 SOLID WASTE

5.22.1 Summary

The table below summarizes the significance threshold criteria utilized in the solid waste analysis and whether impacts associated with the proposed project were concluded to be Significant Unavoidable Impacts, Less Than Significant Impact With Mitigation Incorporated, Less Than Significant Impact, or No Impact.

Significance Threshold Criteria	Impact Conclusion			
	Significant Unavoidable Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the Project:				
<i>Threshold SW-1: Generate solid waste that would exceed the permitted capacity of a landfill serving the City.</i>			X	
<i>Threshold SW-2: Conflict with federal, state, or local statutes or regulations related to solid waste.</i>			X	

Cumulative solid waste impacts were concluded as a Less Than Significant Impact.

5.22.2 Regulatory Setting

STATE

California Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act of 1989 (AB 939) requires every city and county in the state to prepare a Source Reduction and Recycling Element (SRRE) to its Solid Waste Management Plan, that identifies how each jurisdiction will meet the mandatory state waste diversion goal of 50% by and after the year 2000. The purpose of AB 939 is to *“reduce, recycle, and re-use solid waste generated in the state to the maximum extent feasible.”*

Subsequent legislation changed the reporting requirements and threshold but restated source reduction as a priority. With the passage of Senate Bill 1016 (Solid Waste Disposal Measurement Act of 2008), jurisdictions are still required to divert waste at a rate equal to or greater than 50%, but rather than calculate a straight percentage value, the diversion rate is now based on tons of waste disposed per person per day.

The term “integrated waste management” refers to the use of a variety of waste management practices to handle the municipal solid waste stream safely and effectively, with the least adverse impact on human health and the environment.

AB 341

With the passage of AB 341 (Chesbro, Chapter 476, Statutes of 2011), the Governor and the Legislature established a policy goal for the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020. This report, as directed by the Legislature, provides strategies to achieve that 75 percent goal.

AB 341 Report to the Legislature

The AB 341 Report was provided to the Legislature in 2015, and outlines five strategies and three additional focus areas as potential pathways that can be pursued by the department, Administration or Legislature to meet California’s goal to recycle 75 percent of its solid waste by 2020 (California's 75 Percent Initiative Defining the Future). Preparation of the report was directed by the Legislature with the passage of AB 341. The Report includes a catalog of options for statutory and regulatory changes as well as a snapshot of current activities and other recommendations for action at multiple levels. The Report identified five strategies and three additional focus areas that can be pursued by the department, Administration or Legislature to reach the 75 percent recycling goal. They are not intended as an implementation plan, but rather a catalog of options for moving forward. Detailed recommendations include a mix of statutory and regulatory changes, infrastructure expansion, fiscal policies and incentives, as well as monitoring and enforcement.

Additionally, moving more organics into the resource stream supports the state’s broader environmental goals, in particular those contained in Governor Brown’s Executive Order B-30-15 and addresses four of the Governor’s climate change strategy pillars.

- Moving Organics Out of the Landfill
- Expanding the Recycling/Manufacturing Infrastructure: Permitting/Compliance Assistance and Financing
- Exploring New Models for State and Local Funding of Materials Management Programs
- Promoting State Procurement of Postconsumer Recycled Content Products
- Promoting Extended Producer Responsibility

Concepts are also included for three additional focus areas:

- Source Reduction
- Commercial Recycling
- Other Products (packaging, waste tires, e-waste and used oil)

This new, statewide goal is different from earlier local government diversion mandates. The statewide goal is a recycling goal, not a diversion goal. It only focuses on source reduction, recycling and composting.

AB 1826

With the passage of AB 1826 (Chesbro, Chapter 727, Statutes of 2014), the bill, commencing on January 1, 2016, requires a business that generates a specified amount of organic waste per week to arrange for recycling services for that organic waste in a specified manner. The bill decreases the amount of organic waste under which a business would be subject to those requirements from 8 cubic yards or more to 4 cubic yards or more on January 1, 2017. The bill also requires a business that generates 4 cubic yards or more of commercial solid waste per week, on and after January 1, 2019, to arrange for organic waste recycling services and, if the department makes a specified determination, would decrease that amount to 2 cubic yards, on or after January 1, 2020.

California Green Building Standards Code

The *California Green Building Standards Code (CALGreen)* requires the diversion of at least 65 percent of the construction waste generated during most “new construction” projects, per *CALGreen* Sections 4.408 and 5.408.

REGIONAL

State Recycling Market Development Zone

The entire County of Ventura is a state-designated Recycling Market Development Zone (RMDZ) and includes the City of Oxnard along with the other County incorporated cities and unincorporated areas. This designation provides the City with a small amount of funding and staff support from CalRecycle to assist in the creation of business enterprises that take recycled materials and make them into marketable products for sale. The Ventura County Recycling Market Development Zone was administered by the Ventura County Public Works Agency's (VCPWA) Water and Sanitation Department.

CITY OF OXNARD

General Plan

The *City of Oxnard 2030 General Plan (2030 General Plan)* sets out a vision to guide future development in the City to the year 2030. Applicable goals and policies from the *2030 General Plan* Community Development Chapter (Chapter 3) and Infrastructure and Community Services Chapter (Chapter 5) are listed below.

Community Development

- Goal CD-16 Coordinated land use and infrastructure decisions with economic development.
- Policy CD-16.4 *Evaluate Fiscal Impacts.* Evaluate the fiscal impacts of new development and encourage a pattern of development that allows the City to provide and maintain a high level of urban services (e.g., fire and police services, water, sewer, solid waste, transportation, parks) and community facilities as well as attract targeted businesses and a stable labor force.

Infrastructure and Community Services

- Goal ICS-14: Reduced solid waste and increased recycling.
- Policy ICS-14.3 *New Development Requirements.* Continue to require developers and operators to employ practices that reduce the quantities of waste generated and promote resource recovery during construction, demolition, and operation.

Solid Waste Rate Ordinance

The City of Oxnard adopted Ordinance No. 2861 (Ordinance of the City Council Readopting and Establishing Solid Waste System User Fees and Charges) on September 18, 2012. The ordinance sets rates for residential dwellings, as well as commercial and industrial users.

5.22.3 Environmental Setting

In 2018, the City of Oxnard produced 355,478 tons of disposed solid waste, the largest generated for a jurisdiction in Ventura County.⁸⁴

The Del Norte Regional Recycling and Transfer Station began operation in August of 1996 to meet the City's needs after the closing of the Bailard Landfill in Oxnard. The facility was opened to support waste reduction and recovery, as well as assist the City in meeting the requirements of AB 939, California's waste reduction legislation. The legislation requires cities to divert 50 percent of waste sent to a landfill by the year 2000; the City of Oxnard achieved a 67 percent state-approved diversion rate in 2005. Total permitted daily throughput at Del Norte is 2,779 tons per day, with the average intake approximately 970 tons per day. These are total figures for all material received and processed at Del Norte (regardless if it is material destined for the landfill or those to be diverted from disposal). Del Norte accepts refuse from the City of Oxnard, as well as several other cities and areas in western Ventura County, and is able to recycle 50 to 80 percent of the refuse received. Waste unable to be recycled is hauled to other landfill sites in the County.

The City of Oxnard Environmental Resources Division is responsible for the collection and disposal of the City of Oxnard's residential and commercial refuse, recyclable, and yard waste. On February 1, 2014, the City of Oxnard transitioned the management, operation, and maintenance of the City-owned Del Norte Regional Recycling and Transfer Station from a private company to the City. The Division now provides full-service collection and processing of waste materials from Oxnard and the surrounding region. The Del Norte Regional Recycling and Transfer Station offers waste transfer services and is responsible for accepting, transferring, and disposing of approximately 200,000 solid waste tons each year from the City, permitted haulers and self-haulers throughout the region. The facility is also responsible for materials recovery. Recyclables are sorted and processed at Del Norte and baled materials are marketed to end users, with most materials currently ending up overseas. Organic materials are also processed at the Del Norte facility (including both yard and food waste) and sent to Agromin facilities in Oxnard for further processing and composting.

Residual or nonhazardous waste is delivered to the Ventura Regional Sanitation District Toland Road Landfill in Santa Paula and the Waste Management Simi Valley Landfill. The existing contractual agreement calls for a specific amount of tons to be delivered to each facility; however, the reality is that 50 percent of landfill material is delivered to Simi Valley and 50 percent delivered to Toland Road, on average. In 2017, the Simi Valley Landfill underwent an 18-acre expansion and has ample capacity for the next 15 years. The Toland Road Facility is currently undergoing environmental review for a modification to the existing approved conditional use permit (CUP) No. 3141. Additionally, the City of Oxnard is in contract negotiations for a new multi-year landfill disposal contract, so the current 50/50 split between facilities may shift.

The City of Oxnard Environmental Resources Division is currently developing a Zero Waste Strategic Plan that would serve as a roadmap to reduce waste going to the landfill, increase reuse and recycling opportunities, generate clean energy, and explore new policies and technologies to conserve natural resources and reduce greenhouse gas emissions.

⁸⁴ Source: California Department of Resources Recycling and Recovery (CalRecycle), *Single-year Countywide Origin Detail*, 2019.

5.22.4 Significance Threshold Criteria

The issues presented in the *City of Oxnard CEQA Guidelines (May 2017)* have been utilized as thresholds of significance in this Section. Accordingly, solid waste impacts resulting from the implementation of the proposed project may be considered significant if they would result in the following:

- *Threshold SW-1:* Generate solid waste that would exceed the permitted capacity of a landfill serving the City.
- *Threshold SW-2:* Conflict with federal, state, or local statutes or regulations related to solid waste.

Based on these significance thresholds and criteria, the proposed project’s effects have been categorized as either “no impact,” a “less than significant impact,” or a “potentially significant impact.” Mitigation measures are recommended for potentially significant impacts. If a potentially significant impact cannot be reduced to a less than significant level through the application of mitigation, it is categorized as a significant unavoidable impact.

5.22.5 Project Impacts and Mitigation Measures

EXCEED LOCAL STANDARDS OR INFRASTRUCTURE

The proposed project could generate solid waste that exceeds the permitted capacity of a landfill serving the City (Threshold SW-1).

Impact Analysis: The project site is currently vacant and would produce no demolition debris during the construction phase.

The temporary outdoor vehicle storage facility would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Vehicle moving employees would arrive at the vehicle storage facility Monday through Saturday between 7:30 to 8:00 a.m. and would leave the facility no later than 4:00 p.m. The three security guards each work a 8-hour shift, such that one security guard would remain on-site at all times. The City of Oxnard Environmental Services Division has estimated that the proposed project would generate a maximum of approximately 144 gallons (0.7 cubic yards) of solid waste per week, 7,488 gallons (364 cubic yards) per year.⁸⁵ The proposed project would not generate solid waste beyond the amounts typically generated by a single residence and would not require commercial trash service; however, because this is a business operation, commercial rates would apply.⁸⁵ When the proposed project is operational and an account has been established, 96-gallon trash and recycling containers would be supplied by the City of Oxnard Environmental Resources Division. Trash would be collected weekly and recycling would be collected bi-weekly. On-site trash/recycling/yard waste containers would comply with the City’s Solid Waste Collection Service for Residential and Commercial Entities – Material Management and Enclosure Design Guidelines with regards to siting and screening on-site.

The proposed project also includes landscaping along the project perimeter and maintenance/trimming of the on-site landscaping must be delivered to an organic processing facility and not placed in any trash containers (or contaminated such that it cannot be processed as organic material). If an outside firm is

⁸⁵ Source: M. Hill, City of Oxnard Environmental Services Division (personal communication, October 26, 2020)

not contracted for the landscaping maintenance, and instead is done on-site by the Applicant, a 96-gallon yard waste container would also be needed.

CalRecycle’s Solid Waste Information System (SWIS)⁸⁶ identifies the remaining capacity of each landfill in Ventura County, indicating that both the Simi Valley Landfill and Recycling Center (SVLRC) and Toland Road Landfill have remaining capacity. SVLRC has approximately 69 percent remaining (2019), while Toland Road Landfill has approximately 54 percent remaining (2018). These landfills have or are currently undergoing expansion/modifications to increase landfill capacity.

The trash generated by the proposed project would not exceed or cause to exceed the permitted capacity of local landfills contracted with the City (Del Norte facility and SVLRC and Toland Road landfills), given the nominal amount of solid waste that would be generated by the proposed project and the existing capacity of the local landfills. Therefore, implementation of the proposed project would result in a less than significant impact to solid waste standards or infrastructure.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

SOLID WASTE MANAGEMENT AND REDUCTION COMPLIANCE

The proposed project could conflict with federal, state, or local statutes or regulations related to solid waste (Threshold SW-2).

Impact Analysis: During construction and operation, the proposed project would be required to comply with all federal, state, and local solid waste requirements, including AB 939 and *CALGreen* Building Code. *CALGreen* stipulates 65 percent of construction waste shall be diverted, while AB 939 specifies 50 percent. Compliance with all applicable statutes and regulations ensure less than significant impact would result from implementation of the proposed project.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

86 California Department of Resources Recycling and Recovery (CalRecycle), *Solid Waste Information System (SWIS) Facility and Site Search: Simi Valley Landfill and Recycling Center and Toland Road Landfill*, 2019.

5.22.6 Cumulative Impacts and Mitigation Measures

Development associated with implementation of the proposed project and other cumulative development could result in cumulatively considerable impacts to solid waste facilities and/or services.

Impact Analysis: The local and regional landfills have sufficient capacity to serve the City’s anticipated waste disposal needs. Similar to the proposed project, related projects would be required to evaluate their solid waste impacts prior to the start of any construction activities and mitigate significant impacts when possible. During operation, related projects would be required to comply with state diversion rates and all federal, state, and local solid waste legislation to support the City’s and County’s efforts and programs to reduce the volume of solid waste entering landfills.

The County of Ventura (County) has identified strategies for maintaining adequate disposal capacity. In addition, the County continues to ensure that current diversion rates are met (while continuing to increase the County-wide diversion rate), to guarantee that adequate disposal capacity is available in future years. Implementation of each jurisdiction’s Source Reduction and Recycling measures would be required on a project-by-project basis. Implementation of recycling measures and continued use of Materials Recovery Facilities (MRF) would increase the amount of diverted solid waste through recovery and consolidation.

The proposed project and cumulative projects would be required to comply with the applicable City’s Municipal Code, which requires providing adequate areas for collecting and loading recyclable materials in concert with countywide efforts and programs to reduce the volume of solid waste entering landfills. In addition, the location of recycling/separation areas are required to comply with all applicable federal, public health, state, or local laws relating to fire, building, access, transportation, circulation, or safety. Compliance with all applicable State, Ventura County, and local agency regulations for the use, collection, and disposal of solid and hazardous wastes is also mandated.

Thus, implementation of the proposed project and cumulative projects would not contribute to a cumulatively considerable impact on solid waste; cumulative impacts would be less than significant.

Level of Significance Before Mitigation

Less than Significant Impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less Than Significant Impact.

5.22.7 Significant Unavoidable Impacts

Implementation of the proposed project would result in less than significant project and cumulative impacts to solid waste facilities or services. Therefore, no significant unavoidable solid waste impacts would occur as a result of the proposed project.

5.22.8 Sources Cited

- California Building Standards Commission, 2019 *California Green (CALGreen) Building Standards Code, Title 24, Part 11*, 2019.
- California Department of Resources Recycling and Recovery (CalRecycle), *Solid Waste Information System (SWIS) Facility and Site Search: Simi Valley Landfill and Recycling Center and Toland Road Landfill*, 2019.
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- Ventura Regional Sanitation District, *Toland Optimization Plan*, 2020.
- Waste Management, *Simi Valley Landfill and Recycling Center: A Long-Term Solution for Ventura County's Needs*, April 2006.

6.0 ALTERNATIVES

6.1 INTRODUCTION

CEQA requires that an EIR include an analysis of a range of project alternatives that could feasibly attain most of the basic project objectives, while avoiding or substantially lessening any of the significant effects identified for the proposed project. The Lead Agency must disclose its reasoning for selecting each alternative. The Lead Agency must also identify any alternatives that were considered, but rejected as infeasible during the scoping process, and disclose the reasons for the exclusion. The range of alternatives is governed by a “rule of reason, which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Specifically, *CEQA Guidelines* Section 15126.6(a) requires that:

“An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selection of a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason.”

CEQA Guidelines Section 15126.6(f)(1) provides the following information regarding the “feasibility” of a project alternative:

“Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries (projects with a regionally significant impact should consider the regional context), and whether the proponent can reasonably acquire, control, or otherwise have access to the alternative site (or the site is already owned by the proponent). No one of these factors establishes a fixed limit on the scope of reasonable alternatives.”

Within every EIR, the *CEQA Guidelines* require that a “No Project” Alternative is analyzed. The “No Project” Alternative allows decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project. In addition, the identification of an “Environmentally Superior” Alternative is required. The “No Project” Alternative may be the “Environmentally Superior” Alternative to the proposed project based on the minimization or avoidance of physical environmental impacts. However, the “No Project” Alternative must also achieve most of the basic objectives of the projects in order to be considered the “Environmentally Superior” Alternative. Thus, the *CEQA Guidelines* require that if the “Environmentally Superior” Alternative is the “No Project” Alternative, the EIR shall identify a superior alternative from the remaining alternatives analyzed.

To provide background regarding the selection or rejection of a project alternative, the discussion below provides a summary of project objectives, in addition to a description of the significant and unavoidable impacts found to occur upon project implementation.

Throughout the following analysis, impacts of the alternatives are analyzed for each of the issue areas examined in Section 5.0 of this EIR. In this manner, each alternative can be compared to the proposed action on an issue-by-issue basis.

6.2 PROJECT OBJECTIVES

As stated above, an EIR must only discuss in detail an alternative that is capable of feasibly attaining most of the basic objectives associated with the action, while at the same time avoiding or substantially lessening any of the significant effects associated with the proposed project. Thus, a summary of the objectives as provided within Section 3.0, Project Description, is restated below.

The Applicant has identified the following objectives for the Project:

1. Facilitate commercial success for Port client to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 more jobs in the future.
2. Reduce and consolidate, where feasible, Port vehicle customer reliance on Off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicle to those locations. The consolidation of vehicle storage closer to the Port would enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement.
3. Provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

6.3 SUMMARY OF SIGNIFICANT UNAVOIDABLE IMPACTS

Pursuant to *CEQA Guidelines* Section 15126.6(a), an EIR shall describe a range of reasonable alternatives to the project which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed project.

Based on the analysis provided within Section 5.0, Environmental Analysis, of this EIR, the proposed project would result in no significant unavoidable impacts.

6.4 ALTERNATIVES CONSIDERED BUT NOT CARRIED FORWARD FOR ADDITIONAL ANALYSIS

In determining an appropriate range of alternatives to be evaluated in the EIR, two possible alternatives were considered but not carried forward for additional analysis, since they could not accomplish most of the basic objectives of the project or were considered infeasible.

6.4.1 Reduced Project Alternative

Under the Reduced Project Alternative, the site acreage would be reduced and would not utilize more than 50 percent of the approximately 34-acre site. The reduction in total acres would also reduce the

acreage for temporary outdoor vehicle storage capacity from approximately 27.5 acres under the proposed project to approximately 14 acres. This would reduce the vehicle storage capacity from 4,944 to 2,472 vehicle spaces.

This Alternative does not fulfill a key project objective to reduce and consolidate Port vehicle customer reliance on Off-Port storage locations, nor would this Alternative eliminate the need for car carrier truck movement to distribute vehicles to those Off-Port storage locations.

In addition, fewer new jobs would be created under this Alternative, thus not fulfilling a second key project objective regarding employment in the region. Thus, the Reduced Project Alternative was rejected from further consideration in the EIR.

6.4.2 Electric Car Carrier Trucks Alternative

This Alternative assumes that electric car carrier trucks would be used by the Port Customer to transport vehicles to existing Off-Port storage locations.

An electric truck is an electric vehicle powered by batteries designed to deliver cargo. The recent development of lithium batteries has broadened the applicability of electric trucks due to the increased range of several hundred miles. Battery powered electric vehicles have no exhaust emissions, but emissions are created from the production and distribution of the energy used to charge them.

At this time, the Port Customer is not using electric car carrier trucks to transport vehicles to existing Off-Port storage locations, nor would car carrier trucks be used for the proposed project. While the use of electric trucks would reduce greenhouse gas emissions, the financial implications to the Port Customer to rent or purchase such equipment is unknown at this time, and as such, this Alternative is infeasible. Additionally, to the knowledge of the Port Customer, there are no commercially available electric car carrier trucks.

Also, this Alternative does not fulfill a key project objective to reduce and consolidate Port Customer reliance on Off-Port storage locations and thus, reduce the need for car carrier truck (diesel or electric) movement to distribute vehicles to those locations. Thus, the Electric Car Carrier Trucks Alternative was rejected from further consideration in the EIR.

6.5 ALTERNATIVES TO BE ANALYZED

This analysis focuses on feasible alternatives capable of eliminating significant adverse environmental effects or reducing them to less than significant levels, even if these alternatives would impede, to some degree, the attainment of the proposed project objectives. The alternatives to the proposed project under consideration within this EIR consist of:

- Alternative One: No Project
- Alternative Two: Two Existing Off-Port Vehicle Storage Locations
- Alternative Three: Existing Zoning

6.6 ALTERNATIVE ONE: NO PROJECT

CEQA requires that a “No Project” alternative be considered. The No Project alternative generally is considered to be equivalent to a “no build” or “no development” alternative. The purpose of a No Project alternative is to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project.

The site is zoned for light manufacturing. Under the No Project Alternative, the site would remain in its current condition as vacant and undeveloped land, and no development would occur. Thus, there would be no grading, construction, or operational activities associated with this Alternative, nor would there be any environmental impacts to the 22 environmental analysis sections analyzed in this EIR.

Adoption of Alternative One would not necessarily preclude ultimate development of the project site in accordance with the existing General Plan and zoning regulations for the site, or land use designations or regulations subsequently adopted by the City. However, if development is proposed in the future, such development would be subject to environmental review, as applicable.

Ability To Meet Project Objectives

None of the three project objectives would be met.

6.7 ALTERNATIVE TWO: TWO EXISTING OFF-PORT VEHICLE STORAGE LOCATIONS

Alternative Two assumes the existing vehicle storage operations of Glovis (Customer) at The Port of Hueneme (Port) and Off-Port locations for vehicle storage within the local area, including within Oxnard, Ventura, Camarillo, and Ventura County would continue.

As such, imported vehicles would be transported by Customer car carrier trucks from the Port to two Off-Port storage locations:

1. Camarillo Airport (555 Airport Way, Camarillo)
2. Tuff Shed (3355 Ventura Road, Ventura)

The locations are approximately 10.6 miles and 9 miles, respectively from the Port.

Aesthetics

The two existing Off-Port storage locations are developed, and the continued use of these locations results in no new or additional visual character, aesthetics, or light and glare impacts. The proposed project would develop an existing vacant and undeveloped site, which would change the visual character of the site and add on-site mobile solar lighting. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

Agriculture and Forestry Resources

The two existing Off-Port storage locations are developed, and thus, absent of agriculture or forestry resources. The proposed project site also does not contain agriculture or forestry resources. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Air Quality

The two existing Off-Port storage locations are developed, and thus no short-term construction impacts would occur. Long-term operational (mobile source) impacts are greater than the proposed project due to the increased distances to the two locations (Camarillo Airport 10.6 miles, Tuff Shed 9 miles) from the Port. The proposed project site is approximately 1.65 miles from the Port and results in less vehicle miles travelled, and thus, less mobile source emissions than Alternative Two. Therefore, Alternative Two is considered environmentally inferior to the proposed project in this regard.

Biological Resources

The two existing Off-Port storage locations are developed, require no site disturbance, and are unlikely to have biological resources present on-site. The proposed project results in no or less than significant impacts to sensitive plant species or plant communities, wetlands, wildlife movement, and biological resources policies or habitat conservation plan. However, the proposed project has the potential to impact ground-nesting bird species and suitable habitat for species, and thus requires the implementation of mitigation. Mitigation Measure MM BIO-1 calls for the avoidance of construction activities during the bird breeding season, which reduces impacts to less than significant. Given that Alternative Two requires no site disturbance, there would be no impacts to biological resources. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

Cultural and Tribal Cultural Resources

The two existing Off-Port storage locations are developed, and thus require no site disturbance. The proposed project results in no impacts to historic resources, paleontological resources, or a unique geologic site, but does result in potentially significant impacts to archaeological resources, human remains, and tribal cultural sources. The proposed project involves minimal on-site ground-disturbing activities for grubbing, grading, or other activities, and thus, requires the implementation of mitigation. Mitigation Measures MM CUL-1 and MM CUL-2 require archaeological and Native American monitoring during ground disturbing activities, which reduce impacts to less than significant. Given that Alternative Two requires no site disturbance, there would be no impacts to cultural and tribal cultural resources. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

Energy

The two existing Off-Port storage locations are developed, and the continued use of these locations results in no new or additional energy impacts. Implementation of the proposed project would result in an increase in new energy demand during construction and operation relative to fuel and electricity consumption, and water consumption for on-site landscaping as the project site is currently vacant and undeveloped. No electricity or water consumption presently occurs at the two existing Off-Port storage locations; however, greater fuel consumption occurs and would be greater than that of the proposed project. The proposed project has been designed to reduce fuel, energy, and water consumption. Alternative Two is considered environmentally inferior to the proposed project in this regard.

Geology and Soils

The two existing Off-Port storage locations are developed, and thus require no site disturbance. The proposed project includes site disturbance, but does not include the construction of permanent buildings. However, a guard house and a portable restroom would be installed on-site. The proposed project requires the implementation of mitigation relative to seismic ground shaking and expansive soils.

Mitigation Measure MM GEO-1 requires the preparation, submittal and approval of a soils, geologic, and structural evaluation report that identifies recommendations to be implemented during site grading and construction, and thus reduces impacts to less than significant. Given that Alternative Two requires no site disturbance, there would be no impacts to geology and soils. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

Greenhouse Gas Emissions

The two existing Off-Port storage locations are developed, and thus no short-term construction impacts would occur. Operational impacts would be greater under Alternative Two, particularly related to vehicle/truck trips, when compared to the proposed project. The Camarillo Airport is 10.6 miles from the Port and the Tuff Shed location is 9 miles from the Port. The proposed project site is approximately 1.65 miles from the Port and results in less operational impacts due to fewer vehicle miles travelled and greenhouse gas emissions than Alternative Two. Therefore, Alternative Two is considered environmentally inferior to the proposed project in this regard.

Hazards and Hazardous Materials

The two existing Off-Port storage locations are developed. The proposed project includes the temporary outdoor storage of new vehicles, but does not include the on-site maintenance or repair of the new vehicles. It is anticipated that vehicle storage operations under either Alternative Two or the proposed project would be similar, and as such, result in similar hazards and hazardous materials impacts and compliance with applicable, federal, state, and local regulations governing the use of hazardous materials. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Hydrology and Water Quality

The two existing Off-Port storage locations are developed, and include both impervious and pervious surface areas with on-site and off-site drainage and water quality infrastructure. Under the proposed project, the only impervious area added is a rectangular channel to aid in conveying the water off-site. In addition, the temporary outdoor vehicle storage area would be covered with approximately one-inch of gravel, allowing water to infiltrate into the ground. French drains are proposed in the southern portion of the site and lead to a concrete rectangular channel that flows toward the existing storm drain outlet. Historical drainage patterns would be maintained. The proposed project would comply with Standard Conditions SC HYD-1 through SC HYD-4, which ensures compliance with MS4 Permit requirements. While hydrology and drainage impacts would remain less than significant under either Alternative Two or the proposed project, the proposed project provides more pervious surface and infrastructure to improve hydrology and water quality impacts, both on-site and off-site. Therefore, Alternative Two would be considered environmentally inferior to the proposed project in this regard.

Land Use

The two existing Off-Port storage locations are within urbanized areas in the Cities of Ventura and Camarillo. The proposed project site is located in the City of Oxnard. The proposed use of a temporary outdoor vehicle storage facility is consistent with the City of Oxnard M-1-PD zoning designation, is consistent with the *Oxnard Zoning Code*, and is compatible with the surrounding uses. The proposed project site is also located within the Military Influence Area for Naval Base Ventura County Port Hueneme and Naval Base Ventura County Point Mugu. However, the proposed project is not subject to the Ventura

County Airport Comprehensive Land Use Plan (ACLUP) land use or compatibility guidelines, or the Federal Aviation Regulations (FAR) Part 77 height limitations.

The proposed project allows for the consolidation of multiple Off-Port storage locations to a single site within one jurisdiction in a zoning district that allows the proposed use. Thus, the proposed project is more preferable from a land use perspective. Therefore, Alternative Two would be considered environmentally inferior to the proposed project in this regard.

Mineral Resources

The two existing Off-Port storage locations are developed, but their location does not preclude the presence of mineral resources. The Camarillo Airport site is located within MRZ-1, and thus does not contain mineral resources. The Tuff Shed site in Ventura is located within the D MRZ-Zone 2, which does contain mineral resources of regional and statewide significance. The proposed project site is located within MRZ-1 and does not contain mineral resources. Therefore, Alternative Two would be considered environmentally inferior to the proposed project in this regard.

Noise

Under Alternative Two, grading, infrastructure installation, and building construction is not necessary for the two existing Off-Port vehicle storage locations. Thus, construction-related noise impacts would be eliminated under this Alternative. Existing vehicle and car carrier truck trips to the Off-Port vehicle storage locations would continue, and would be greater than vehicle trips under the proposed project. Thus, traffic and operational noise generated under this Alternative would be greater than the proposed project. Therefore, Alternative Two is considered environmentally inferior to the proposed project in this regard.

Population and Housing

The two existing Off-Port storage locations are developed, but do not include dwelling units or residents. The proposed project site is vacant and undeveloped, and the surrounding area to the north, south, west and east is primarily developed and urbanized. No residentially designated land is located immediately adjacent to the project site. The proposed project is a temporary outdoor vehicle storage facility, and as such, includes no housing units. However, there is the potential for population growth. The employees are anticipated to be from the local population and existing workforce in the area, and as such would not result in an increase in population. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Parks and Recreation

The two existing Off-Port storage locations are developed, but do not contain park or recreational facilities. A portion of the project site is designated as Park (PRK) on the General Plan Map;⁸⁷ however, the site is designated as Light Manufacturing – Planned Development (M1-PD) on the Zoning Map.⁸⁸ The *City of Oxnard Parks and Recreation Master Plan* does not specify a park site on the project site. The proposed project site is vacant and undeveloped. No parks or recreational facilities are proposed for the proposed project site, as the proposed project involves the development of a temporary outdoor vehicle storage

87 City of Oxnard, *City of Oxnard General Plan Map*, Revised September 11, 2014.

88 City of Oxnard, *City of Oxnard Zoning Map*, Revised January 11, 2017.

facility. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Wildfire and Fire Protection

The two existing Off-Port storage locations are developed, and are not located within a High or Very High Fire Hazard Severity Zone. The proposed project site is located in the southeast portion of the City and is not located within a High or Very High Fire Hazard Severity Zone. The two existing Off-Port locations and the proposed project site are located away from any major hillsides where a wildfire could encroach, making them less susceptible to wildfire hazards. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

The Oxnard Fire Department (OFD) provides a full range of emergency and non-emergency services to the community and the proposed project site, while the Camarillo Fire Department and the Ventura Fire Department provide fire protection services to Camarillo and Ventura, respectively, to including to the two existing Off-Port storage locations. The demand for fire protection services would be similar at the two existing Off-Port storage locations, but less for the Oxnard Fire Department. Therefore, Alternative Two would be considered environmentally superior in this regard.

Police Protection

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services throughout the community and the proposed project site, while the Ventura County Sheriff's Department and Ventura Police Department provide police services to Camarillo and Ventura, respectively, to the two existing Off-Port storage locations. The demand for police protection services would be similar at the two existing Off-Port storage locations for the Ventura County Sheriff's Department and Ventura Police Department, but less for the Oxnard Police Department. Therefore, Alternative Two would be considered environmentally superior in this regard.

Schools

The two existing Off-Port storage locations are developed, but do not contain school facilities. The proposed project involves the development of a temporary outdoor vehicle storage facility. Payment of fees to the Hueneme Elementary School District, Ocean View School District, and Oxnard Union High School District as required by state law would offset any indirect impacts from the proposed project. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Transportation

The two existing Off-Port storage locations are at the Camarillo Airport and Tuff Shed. The Camarillo Airport storage location is approximately 10.6 miles from the Port; a round trip to/from the Port is 21.2 miles. The Tuff Shed storage location is approximately 9 miles from the Port; a round trip to/from Tuff Shed is 18 miles. The proposed project would consolidate the use of the two storage locations to one location approximately 1.65 miles from the Port; round trip to/from the Port is 3.3 miles. Through the consolidation of the storage sites, the proposed project would result in a reduction of the vehicle miles travelled (VMT) related to the transport of imported vehicles ranging from 14.7 miles (Tuff Shed location) to 17.9 miles (Camarillo Airport location) for each round trip.

The traffic study indicates that the proposed project would generate 316 peak daily trips, 48 A.M. peak hour trips and 12 P.M. peak hour trips. The traffic study concludes that the addition of the proposed project trips would not result in an impact since the intersections operate at LOS B or better and the increase in the ICU values is less than 0.02. Impacts were concluded to be less than significant. The proposed project does not result in any LOS impacts and reduces the vehicle miles travelled. Therefore, Alternative Two is considered environmentally inferior to the proposed project in this regard.

Water

The two existing Off-Port storage locations are developed and are located in areas that connect to the applicable jurisdictions' water system. However, little or no water is consumed at these locations. The proposed project would install water lines on-site to connect to the City's system for the maintenance of the landscape screening along the site perimeter. Thus, the proposed project would consume more water than Alternative Two. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

Wastewater

The two existing Off-Port storage locations are developed, but do not utilize existing wastewater infrastructure or provide a portable restroom. Wastewater infrastructure does not exist on the project site, nor would any be installed with the proposed project. The proposed project includes a portable restroom that would be available only for on-site personnel and serviced as needed by a waste services provider. Therefore, Alternative Two would be considered neither environmentally superior nor inferior to the proposed project in this regard.

Solid Waste

The two existing Off-Port storage locations are developed, but the use of these locations does not generate solid waste. The proposed project includes three on-site security employees that would each work an 8-hour shift, which equates to one employee present on-site at all times. The proposed project would not generate solid waste beyond the amounts typically generated by a single residence. In addition, the proposed project includes landscaping along the site perimeter and maintenance/trimming of the on-site landscaping must be delivered to an organic processing facility. Thus, the proposed project would generate more solid and organic waste than Alternative Two. Therefore, Alternative Two is considered environmentally superior to the proposed project in this regard.

ABILITY TO MEET PROJECT OBJECTIVES

Alternative Two:

- Partially meets Objective 1, but does not provide for new jobs
- Does not meet Objective 2
- Meets Objective 3

6.8 ALTERNATIVE THREE: EXISTING ZONING

Alternative Three assumes the approximately 34-acre project site would be developed with a light manufacturing use consistent with the M-1-PD zone (Light Manufacturing Zone with Planned Development Additive) and in accordance with applicable use and development standards required per *Oxnard City Code* Chapter 16, Zoning.

The M-1-PD zone permits the following: maximum building height of 55 feet and a maximum floor area ratio (FAR) of 70 percent. For this Alternative, the maximum development assumes a 40 percent FAR and 587,189 square feet.

Aesthetics

Under Alternative Three, the 34-acre site would be developed with light manufacturing uses with buildings up to 55 feet in height, thus changing the visual character of the site. This Alternative also includes on-site lighting for the buildings, parking lot, and landscaping. Thus, this Alternative results in new or additional visual character, aesthetics, or light and glare impacts that would be greater than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Agriculture and Forestry Resources

The proposed project site does not contain agriculture or forestry resources. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Air Quality

Under Alternative Three, both short-term construction and long-term operational air quality impacts would be significantly greater than the proposed project. Short-term construction of Alternative Three would require a much longer time period to prepare the site, install infrastructure, and construct buildings and other on-site amenities. Operation of Alternative Three would far exceed the maximum five years of operation for the proposed project, and would result in much greater area source, energy source, and mobile source emissions, as well as increased vehicle trips and vehicle miles travelled. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Biological Resources

Site preparation and development would result in similar impacts to biological resources as the proposed project under Alternative Three. There is the potential for either the proposed project or Alternative Three to impact ground-nesting bird species and suitable habitat for species, and as such require the implementation of mitigation. Mitigation Measure MM BIO-1 calls for the avoidance of construction activities during the bird breeding season, which reduces impacts to less than significant. All other biological resources impacts are similar under the proposed project or Alternative Three. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Cultural and Tribal Cultural Resources

Site preparation and development would result in similar impacts to cultural and tribal cultural resources as the proposed project under Alternative Three. While site grading would be greater under Alternative Three, the same mitigation would be required. Mitigation Measures MM CUL-1 and MM CUL-2 require archaeological and Native American monitoring during ground disturbing activities, which reduce impacts to less than significant. All other cultural and tribal cultural resources impacts are similar under the proposed project or Alternative Three. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Energy

Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet. Given that the project site is currently vacant and undeveloped, Alternative Three would result in new or additional energy impacts. This Alternative would result in a much greater demand for new energy during construction and operation relative to vehicle trips, electricity and natural gas consumption, and water consumption only for on-site landscaping than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Geology and Soils

Site preparation and development would result in similar impacts to geology and soils as the proposed project under Alternative Three. Larger and permanent buildings would be constructed under Alternative Three. No permanent buildings would be constructed for the proposed project; however, a guard house and a portable restroom would be installed on-site. While site development would be greater under Alternative Three, the same mitigation would be required. Mitigation Measure GEO-1 requires the preparation, submittal and approval of a soils, geologic, and structural evaluation report that identifies recommendations to be implemented during site grading and construction, and thus reduces impacts to less than significant. All other geology and soils impacts are similar under the proposed project or Alternative Three. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Greenhouse Gas Emissions

Under Alternative Three, greenhouse gas emissions would be significantly greater than the proposed project during construction and operations. Short-term construction of Alternative Three would require a much longer time period to prepare the site, install infrastructure, and construct buildings and other on-site amenities. Operation of Alternative Three would far exceed the maximum five years of operation for the proposed project. Thus, Alternative Three would result in much greater greenhouse gas emissions due to direct emissions (construction, area source, mobile source, vehicle miles travelled) and indirect emissions (energy, water demand, solid waste generation). Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Hazards and Hazardous Materials

Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet. Given that the project site is currently vacant and undeveloped, Alternative Three would result in greater hazards and hazardous materials impacts than the proposed project. Light manufacturing uses have the potential to manufacture, transport, use, or dispose of hazardous materials and would be required to comply with applicable, federal, state, and local regulations governing the use of hazardous materials, and as such result in greater hazards and hazardous materials impacts. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Hydrology and Water Quality

Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet. Given that the project site is currently vacant and undeveloped, Alternative Three would result in greater hydrology and water quality impacts than the proposed project. Alternative Three would result in far less pervious area and far more impervious area. As such, the on-site and off-site infrastructure would need to be designed to accommodate the development under Alternative Three

and to comply with City, regional, or state requirements. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Land Use

The proposed project includes a 240-square foot temporary guard house/office trailer to provide 24-hour security services and one portable restroom available only for on-site personnel, which would both be removed upon expiration of the Special Use Permit. Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet consistent with the M-1-PD zoning designation. Alternative Three would result in a site Floor Area Ratio (FAR) of 40 percent. In comparison to the proposed project, Alternative Three would result in a more intensive use of the project site. Alternative Three would be consistent with the *Oxnard Zoning Code* and compatible with surrounding uses, similar to the proposed project.

The project site is located within the Military Influence Area for Naval Base Ventura County Port Hueneme and Naval Base Ventura County Point Mugu. Thus, Alternative Three would be subject to the Ventura County Airport Comprehensive Land Use Plan (ACLUP) land use or compatibility guidelines, and Federal Aviation Regulations (FAR) Part 77 height limitations, and would be required to be consistent with the ACLUP and FAR Part 77. Therefore, Alternative Three would be considered environmentally inferior to the proposed project in this regard.

Mineral Resources

The proposed project site does not contain mineral resources. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Noise

Under Alternative Three, both short-term construction and long-term operational noise impacts would be significantly greater than the proposed project. Short-term construction of Alternative Three would require a much longer time period to prepare the site, install infrastructure, and construct building(s) and other on-site amenities. Operation of Alternative Three would far exceed the maximum five years of operation for the proposed project, and would result in much greater on-site and potentially off-site operational noise impacts. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Population and Housing

The proposed project site is vacant and undeveloped, and the surrounding area to the north, south, west and east is primarily developed and urbanized. South and east of the proposed project site is vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration. In addition, no residentially designated land is located immediately adjacent to the project site.

Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet. The proposed project is a temporary outdoor vehicle storage facility. Neither Alternative Three nor the proposed project include housing units. However, there is the potential for population growth under both.

Under the proposed project, the 14 employees are anticipated to be from the local population and existing workforce in the area and therefore would not result in an increase in population. Under Alternative

Three, the projected employment numbers are unknown, but would likely far exceed that of the proposed project. The employment opportunities under Alternative Three may need to draw from the larger regional population and workforce, which could result in the need for additional housing within the City for employees choosing to relocate and thus increase the population in the City. However, the *City of Oxnard 2030 General Plan* accounted for future light industrial development on the site, which is reflected in the General Plan buildout and employment projection. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Parks and Recreation

A portion of the proposed project site is designated as Park (PRK) on the General Plan Map,⁸⁹ however, the site is designated as Light Manufacturing – Planned Development (M-1-PD) on the Zoning Map.⁹⁰ The *City of Oxnard Parks and Recreation Master Plan* does not specify a park site on the project site. The proposed project site is vacant and undeveloped. No recreational facilities are proposed under either the proposed project or Alternative Three.

The projected employment numbers are unknown for Alternative Three, but would likely far exceed that of the proposed project, and in turn, would likely increase the demand on park and recreational facilities within the City. Therefore, Alternative Three would be considered environmentally inferior to the proposed project in this regard.

Wildfire and Fire Protection

The proposed project site is located in the southeast portion of the City and is not located within a High or Very High Fire Hazard Severity Zone. In addition, the proposed project site is located away from any major hillsides where a wildfire could encroach, making them less susceptible to wildfire hazards. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

The Oxnard Fire Department (OFD) provides a full range of emergency and non-emergency services to the community, including to the proposed project site. The demand for fire protection services could be greater under Alternative Three than the proposed project, depending upon the type of light manufacturing use. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Police Protection

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services throughout the community and the proposed project site. The demand for police protection services could be greater under Alternative Three than the proposed project, depending upon the type of light manufacturing use. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

89 City of Oxnard, *City of Oxnard General Plan Map*, Revised September 11, 2014.

90 City of Oxnard, *City of Oxnard Zoning Map*, Revised January 11, 2017.

Schools

The proposed project site does not contain school facilities. Residential uses are not proposed under the proposed project or Alternative Three. Payment of fees to the Hueneme Elementary School District, Ocean View School District, and Oxnard Union High School District as required by State law would offset any indirect impacts from the proposed project or Alternative Three. Therefore, Alternative Three is considered neither environmentally superior nor inferior to the proposed project in this regard.

Transportation

Under Alternative Three, transportation impacts would be significantly greater than the proposed project. Under the proposed project, 316 peak daily trips, 48 A.M. peak hour trips and 12 P.M. peak hour trips are anticipated, resulting in less than significant impacts and reduced vehicle miles travelled when compared to existing conditions. However, the vehicle trips generated by a 587,189 square foot light manufacturing uses could result in significantly more peak daily, A.M. peak hour, and P.M. peak hour trips that affect a larger traffic impact area. Alternative Three would also greatly increase the vehicle miles travelled. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Water

Under either the proposed project or Alternative Three, water lines would be installed to connect to the City's system. However, under the proposed project, water would be needed only for the maintenance of the landscape screening along the site perimeter. Under Alternative Three, the 34-acre site would be developed with light manufacturing uses in buildings up to 587,189 square feet that would require water to service the building and landscaping. The quantity of water required is dependent upon the light manufacturing use, but would be significantly greater than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Wastewater

Wastewater infrastructure does not exist on the project site, nor would any be installed with the proposed project. The proposed project includes a portable restroom that would be available only for on-site personnel and serviced as needed by a waste services provider. Under Alternative Three, wastewater infrastructure would be installed to connect to the City's system to service the 587,189 square foot light manufacturing use. The quantity of wastewater generated is dependent upon the light manufacturing use, but would be significantly greater than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

Solid Waste

Under Alternative Three, solid waste impacts would be significantly greater than the proposed project. The proposed project includes three on-site security employees that would each work an 8-hour shift, which equates to one employee present on-site at all times. The proposed project would not generate solid waste beyond the amounts typically generated by a single residence. Under Alternative Three, the quantity of wastewater generated is dependent upon the light manufacturing use, but would be significantly greater than the proposed project. Therefore, Alternative Three is considered environmentally inferior to the proposed project in this regard.

ABILITY TO MEET PROJECT OBJECTIVES

None of the three project objectives would be met.

6.9 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

CEQA Guidelines Section 15126.6 requires that an EIR must identify an “environmentally superior” alternative and where the No Project Alternative is identified as environmentally superior, the EIR is then required to identify as environmentally superior an alternative from among the others evaluated.

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

6.9.1 Alternative One: No Project/No Build

In comparison to the proposed project, the No Project/No Build Alternative results in no impacts for any topical area.

6.9.2 Alternative Two: Two Existing Off-Port Vehicle Storage Locations

In comparison to the proposed project, the Two Existing Off-Port Vehicle Storage Locations Alternative results in:

- Fewer impacts relative to aesthetics, biological resources, cultural and tribal cultural resources, geology and soils, wildfire and fire protection, police protection, water, and solid waste.
- Similar impacts relative to agriculture and forestry resources, hazards and hazardous materials, population and housing, parks and recreation, schools, and wastewater.
- Greater impacts relative to air quality, energy, greenhouse gas emissions, hydrology and water quality, land use, mineral resources, noise, and transportation.

6.9.3 Alternative Three: Existing Zoning

In comparison to the proposed project, the Existing Zoning results in

- Similar impacts relative to agriculture and forestry resources, biological resources, cultural and tribal cultural resources, geology and soils, mineral resources, population and housing, and schools.
- Greater impacts relative to aesthetics, air quality, energy, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use, noise, parks and recreation, wildfire and fire protection, police protection, transportation, water, wastewater, and solid waste.

6.9.4 Environmentally Superior Alternative

As noted above, the determination of an environmentally superior alternative is based on the consideration of how the alternative fulfills the project objectives and how the alternative either reduces significant, unavoidable impacts or substantially reduces the impacts to the surrounding environment.

Alternative One is considered to be the “environmentally superior” alternative, because none of the environmental effects associated with the proposed project would occur. However, none of the three project objectives would be attained. Therefore, in consideration of the above factors, Alternative Two: Two Existing Off-Port Vehicle Storage Locations is identified as the Environmentally Superior Alternative.

Table 6-1, Comparison of Alternative Impacts, on the following page provides an overview of the alternatives analyzed and a comparison of each alternative’s impact in relation to the proposed project.

**TABLE 6-1
COMPARISON OF ALTERNATIVE IMPACTS**

Impact Area	Alternative One: No Project/No Build	Alternative Two: Two Existing Off-Port Vehicle Storage Locations	Alternative Three: Existing Zoning
Aesthetics	No Impact	◆	◻
Agriculture and Forestry Resources	No Impact	○	○
Air Quality	No Impact	◻	◻
Biological Resources	No Impact	◆	○
Cultural and Tribal Cultural Resources	No Impact	◆	○
Energy	No Impact	◻	◻
Geology and Soils	No Impact	◆	○
Greenhouse Gas Emissions	No Impact	◻	◻
Hazards and Hazardous Materials	No Impact	○	◻
Hydrology and Water Quality	No Impact	◻	◻
Land Use	No Impact	◻	◻
Mineral Resources	No Impact	◻	○
Noise	No Impact	◻	◻
Population and Housing	No Impact	○	◻
Parks and Recreation	No Impact	○	◻
Wildfire and Fire Protection	No Impact	◆	◻
Police Protection	No Impact	◆	◻
Schools	No Impact	○	○
Transportation	No Impact	◻	◻
Water	No Impact	◆	◻
Wastewater	No Impact	○	◻
Solid Waste	No Impact	◆	◻
Meets Project Objectives	No, Objectives 1-3	Yes, Objectives 1 & 3 No, Objective 2	No, Objectives 1-3
<p>○ Indicates an impact that is equal to the proposed project (neither environmentally superior nor inferior).</p> <p>◻ Indicates an impact that is greater than the proposed project (environmentally inferior).</p> <p>◆ Indicates an impact that is less than the proposed project (environmentally superior).</p>			

7.0 OTHER CEQA CONSIDERATIONS

7.1 GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126(d) requires that an EIR “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment.” The *CEQA Guidelines* also indicate that it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. This section analyzes potential growth-inducing impacts, based on the criteria outlined below, as suggested in the *CEQA Guidelines*. In general terms, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removal of an impediment to growth (e.g., establishment of an essential public service and provision of new access to an area);
- Fostering of economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fostering of population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly;
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Development of or encroachment on an isolated or adjacent area of open space (being distinct from an in-fill project).

If a project meets any one of the above-listed criteria, it may be considered growth-inducing. The proposed project’s potential growth-inducing impacts are evaluated below against these criteria.

It is noted that the *CEQA Guidelines* require an EIR to “discuss the ways” a project could be growth-inducing and to “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment.” However, the *CEQA Guidelines* do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. The answers to such questions require speculation, which CEQA discourages; refer to *CEQA Guidelines* Section 15145, Speculation.

IMPACT ANALYSIS

The proposed project includes a request for approval of a Special Use Permit to construct and operate a temporary outdoor vehicle storage facility (vehicle storage facility or facility) for a maximum of five years on the approximately 34-acre project site. The temporary outdoor vehicle storage facility includes approximately 27.5 acres to accommodate parking for up to 4,944 vehicle spaces. Refer to [Section 3.6, Project Description](#), for a full description of the proposed project.

The potential growth-inducing impacts resulting from implementation of the proposed project are evaluated below.

Removal of an Impediment to Growth. The new land uses anticipated by the proposed project would occur as infill development on a previously disturbed and vacant and undeveloped property.

The proposed project does not involve development that would establish a new essential public service or utility/service system. The project site is already served by essential public services (i.e., fire and police protection, parks and recreational facilities, schools, and solid waste disposal); an extensive network of utility/service systems (i.e., water, wastewater, electricity, and natural gas); and other infrastructure necessary to accommodate or allow the existing conditions and planned growth.

The existing public services and utility/service systems can be readily upgraded and/or extended onto the project site. The increased demands for public services and utility/service systems would not reduce or impair any existing or future levels of services, either locally or regionally, as concluded in Section 5.6, Section 5.11 through Section 5.18, and Section 5.20 through Section 5.22. Implementation of the proposed project would not require substantial development of unplanned or unforeseen public services and utility/service systems. Therefore, implementation of the proposed project would not remove an impediment to growth/foster spatial growth through establishment of an essential public service or expansion to a new area.

Although implementation of the proposed project would facilitate the installation and construction of transportation improvements necessary to carry out the proposed project, as discussed in Section 3.6, Project Description, these improvements would not provide new access to an area. Access to the project site would be from two entrance/exit driveways on Perkins Road. Both driveways would include a Knox Box for emergency access, and would remain upon expiration of the Special Use Permit. Therefore, implementation of the proposed project would not remove an impediment to growth/foster spatial growth through the provision of new access to an area.

Economic Expansion/Growth. The following project objectives reflect that the intent of the proposed project is intended to support existing economic demands:

1. Facilitate commercial success for Port client to ensure they keep their business in the region, keep 167 local citizens employed, and create the potential for more than 30 jobs in the future.
2. Reduce and consolidate, where feasible, Port vehicle customer reliance on off-Port satellite storage locations, which would reduce the need for car carrier truck movement to distribute vehicles to those locations. The consolidation of vehicle storage closer to the Port would enable a more efficient movement of vehicles and reduce the need for heavy duty truck movement.
3. Provide operational flexibility for the transport of goods (vehicles) that already flow through the Port for purposes of sale, while maintaining existing goods movement and the existing number or capacity of cargo ships.

As described in Section 3.4, Background on GLOVIS and the Need for Temporary Outdoor Vehicle Storage, GLOVIS is a customer of the Port and leases space from NBVC on NBVC Port Hueneme property to house their cargo operations near the Port. In addition to GLOVIS' operations at NBVC Port Hueneme and the Port, GLOVIS has utilized off-site spaces in Oxnard, Ventura, Camarillo, and Ventura County for vehicle storage. GLOVIS currently leases a 20-acre site on a month-to-month basis at Tuff Shed in Ventura, located at 3355 Ventura Road, Ventura, CA, 93003. Vehicles are trucked to the Tuff Shed site on an as-needed basis and due to the expense involved, currently only 5 acres of the 20-acre site are in use. In the past, GLOVIS has utilized additional off-Port locations for vehicle storage, including: 1) Camarillo Airport and 2) property on Teal Club Road in Oxnard. GLOVIS is currently not utilizing any of these off-site locations for vehicle storage. The intent of the proposed project is to consolidate the off-Port locations into a single location, with no change to the existing Port lease from NBVC on NBVC Port Hueneme.

The proposed project would be staffed by 14 employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. It is anticipated that the employees would be from the local population and existing workforce in the area. Thus, the employment growth associated with the proposed project can be accommodated in the City of Oxnard and surrounding cities, and would not be considered growth-inducing with respect to unanticipated economic expansion.

Population Growth. A project could induce 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). The proposed project does not include residential development, which would have a direct effect on population growth. Thus, the proposed project would not induce substantial growth on the site, nor to the surrounding area. In addition, as concluded above, the substantial development of unplanned or unforeseen public services and utility/service systems would not be required. Therefore, the proposed project would not result in substantial population growth in the City.

Precedent-Setting Action. As previously noted, the proposed project would require approval of a Special Use Permit in order to allow project implementation. The proposed project would be subject to development regulations in the *City Code*; and thus, would not be considered growth-inducing with respect to a precedent-setting action.

Development or Encroachment of Open Space. The project site is zoned M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone), and the proposed temporary outdoor vehicle storage facility is an allowable use in the M-1-PD zone. The project site is currently vacant and undeveloped. In addition, the proposed project is considered an infill development, as the site has been previously disturbed and is surrounded by urbanized uses to the north, south, west, and east. The project site is not an isolated area of open space, but is north of an open space area.

Construction and operation of the proposed project would not encroach into the open space area south of the project site, as the Ventura County Railway (VCRR) line is located immediately adjacent to the southeastern portion of the project site. Also, the City of Oxnard Advanced Water Purification Facility (AWPF) is located north of the VCRR and immediately adjacent to the southwestern portion of the project site. South and east of the VCRR is the Ormond Lagoon Waterway^{91,92} and vacant and undeveloped land that is currently in the conceptual planning stages for future wetland restoration.

Therefore, the proposed project would not be growth-inducing with respect to development or encroachment into an isolated or adjacent area of open space.

91 The Ormond Lagoon Waterway was previously identified as the Oxnard Industrial Drain.

92 The southeastern portion of the project site is located immediately west and north of the VCRR right of way, while the Ormond Lagoon Waterway is approximately 100 feet east and south of the VCRR right of way from the same location.

CONCLUSION

Implementation of the proposed project would not be considered growth-inducing, inasmuch as it would not foster significant unanticipated economic expansion and growth opportunities. The proposed project would not remove an existing impediment to growth and would not develop or encroach into an isolated or adjacent area of open space. The proposed project would not foster significant unanticipated population growth in the project area, as described above. Development within the project site would not require substantial development of unplanned and unforeseen support uses and services.

7.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(c):

“[uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the project. Irrecoverable commitments of resources should be evaluated to assure that such current consumption is justified.”

The proposed project would consume limited, slowly renewable and non-renewable resources. This consumption would occur during the proposed project’s construction phase and would continue throughout its operational lifetime. Future development associated with implementation of the proposed project would require a commitment of resources that would include: 1) building materials, 2) fuel and operational materials/resources, and 3) the transportation of goods and people to and from the project site.

Construction associated with implementation of the proposed project would require the consumption of resources that are not replenishable or which may renew so slowly as to be considered non-renewable. These resources would include the following construction supplies: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

The resources that would be committed during full operation of the proposed project would be similar to those currently consumed within the City of Oxnard. These would include energy resources such as electricity and natural gas, petroleum-based fuels required for vehicle-trips, fossil fuels, and water. Fossil fuels would represent the primary energy source associated with both construction and ongoing operation of the proposed project, and the existing, finite supplies of these natural resources would be incrementally reduced. Full operation of the proposed project would occur in accordance with *Title 24, Part 6 of the California Code of Regulations*, which sets forth conservation practices that would limit the amount of energy consumed by the proposed project. However, the proposed project’s energy requirements would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Limited use of potentially hazardous materials typical of outdoor vehicle storage facilities, as described in Section 5.9, Hazards and Hazardous Materials, could be used and stored on the project site. The use of these materials would be in small quantities and used, handled, stored, and disposed of in accordance with the manufacturer's instructions and applicable government regulations and standards. Compliance with these regulations and standards would serve to protect against significant and irreversible environmental change resulting from the accidental release of hazardous materials. Compliance with such regulations would serve to protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, development associated with implementation of the proposed project, both construction and operation, would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these particular resource quantities for future generations or for other uses during the life of the project. However, continued use of such resources would be on a relatively small scale in a regional context. As such, although irreversible environmental changes would result from implementation of the proposed project, such changes would not be considered significant.

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8.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

CEQA Guidelines Section 15128 requires an environmental impact report (EIR) to briefly describe any possible significant effects that were determined not to be significant. This chapter addresses the potential environmental effects that have been found not to be significant, as well as summarizes which impacts were found to be less than significant, both with and without the imposition of mitigation measures, in the EIR.

To assist in determining whether a project will have a significant effect on the environment, the *City of Oxnard CEQA Guidelines* (May 2017) and *CEQA Guidelines Appendix G Initial Study Environmental Checklist* (January 1, 2020 effective date) identify criteria for conditions that may be deemed to constitute a substantial or potentially substantial adverse change in physical conditions. Both the *City of Oxnard CEQA Guidelines* and *CEQA Guidelines Appendix G* serve as the Thresholds of Significance, as applicable, to be considered when determining whether a project may have a significant impact.

Effects found not to be significant include:

- No Impacts – The proposed project would result in no impacts relative to the threshold. No mitigation is required.
- Less Than Significant Impact – The proposed project would result in impacts, but the impacts are determined to be less than significant relative to the threshold. No mitigation is required.
- Less Than Significant Impacts With Mitigation Incorporated – The proposed project would result in potentially significant impacts relative to the threshold and require mitigation to reduce the level of significance of less than significant.

NO IMPACTS

Aesthetics

Threshold AES-2: Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard.

Threshold AES-4: Add to or compound an existing negative visual character associated with the project site.

Agriculture and Forestry Resources

Threshold AF-1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.

Threshold AF-2: Conflict with existing zoning for agricultural use or an existing Williamson Act contract.

Threshold AF-3: Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use.

Threshold AF-4: Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).

Threshold AF-5: Result in the loss of forest land or conversion of forest land to non-forest use.

Cumulative Agriculture and Forestry Resources Impacts

Air Quality

Threshold AQ-5: Create objectionable odors affecting a substantial number of people.

Biological Resources

Threshold BIO-3: Have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means.

Threshold BIO-4: Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

Cultural and Tribal Cultural Resources

Threshold CTC-1: Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5.

Energy

Threshold EN-4: Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy conservation.

Geology and Soils

Threshold GEO-1a: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault.

Threshold GEO-3: Be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements.

Threshold GEO-5: Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue.

Hazards and Hazardous Materials

Threshold HAZ-4: Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a substantial hazard to the public or environment.

Land Use

Threshold LU-4: Physically divide an established community.

Mineral Resources

Threshold MR-1: Result in the loss of availability of a known mineral resource of value to the region or state.

Threshold MR-2: Result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan.

Cumulative Mineral Resources Impacts

Population and Housing

Threshold PH-1: Involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects.

Threshold PH-2: Induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects.

Threshold PH-3: Result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing.

Threshold PH-4: Result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing.

Cumulative Population and Housing Impacts

Public Services – Parks and Recreation

Threshold PR-1: Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels.

Cumulative Parks and Recreation Impacts

Public Services – Wildfire and Fire Protection

Threshold WFP-3: Due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby exposing project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.

Threshold WFP-4: Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

Threshold WFP-5: Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Transportation

Threshold T-2: Exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways.

Threshold T-3: Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks.

Threshold T-6: Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks).

Threshold TR-7: Conflict or be inconsistent with CEQA Guidelines Section 15064.3 subdivision (b).

Utilities and Service Systems – Water

Cumulative Water Impacts

Utilities and Service Systems – Wastewater

Cumulative Wastewater Impacts

LESS THAN SIGNIFICANT IMPACTS

Aesthetics

Threshold AES-1: Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents.

Threshold AES-5: Create a source of substantial light or glare that would adversely affect day or nighttime views in the area.

Cumulative Aesthetics Impacts

Air Quality

Threshold AQ-1: Conflict with or obstruct implementation of the Ventura County AQMP.

Threshold AQ-2: Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation.

Threshold AQ-3: Result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD.

Threshold AQ-4: Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants.

Cumulative Air Quality Impacts

Biological Resources

Threshold BIO-5: Conflict with any local policies or ordinances protecting biological resources.

Threshold BIO-6: Conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Cumulative Biological Resources Impacts

Cultural and Tribal Cultural Resources

Threshold CTC-3: Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.

Cumulative Cultural and Tribal Cultural Resources Impacts

Energy

Threshold EN-1: Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal.

Threshold EN-2: Require additional energy facilities, the provision of which may have a significant effect on the environment.

Threshold EN-3: Be inconsistent with existing energy standards.

Threshold EN-5: Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

Cumulative Energy Impacts

Geology and Soils

Threshold GEO-4: Expose people or structures to inundation by seiche or tsunami.

Cumulative Geology and Soils Impacts

Greenhouse Gas Emissions

Threshold GHG-1: Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.

Threshold GHG-2: Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California.

Threshold GHG-3: Contribute or be subject to potential secondary effects of climate change (e.g., sea-level rise, increase fire hazard).

Cumulative Greenhouse Gas Emissions Impacts

Hazards and Hazardous Materials

Threshold HAZ-1: Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

Threshold HAZ-2: Create a significant hazard to the public or the environment through reasonably foreseeable upset or accident conditions involving the release of hazardous materials into the environment.

Threshold HAZ-3: Emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard.

Threshold HAZ-5: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

Cumulative Hazards and Hazardous Materials Impacts

Hydrology and Water Quality

Threshold HYD-1: Cause a violation of any adopted water quality standards or waste discharge requirements.

Threshold HYD-2: Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre---existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted).

Threshold HYD-3: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems.

Threshold HYD-4: Place new structures 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.

Threshold HYD-5: Impede or redirect flood flows such that it would increase on- or off-site flood potential.

Threshold HYD-6: 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.

Threshold HYD-7: Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow.

Threshold HYD-8: Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan.

Cumulative Hydrology and Water Quality Impacts

Land Use

Threshold LU-1: Conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect.

Threshold LU-2: Involve land uses that are not allowed under any applicable airport land use compatibility plan.

Noise

Threshold NOI-1: Generate or expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies.

Threshold NOI-2: Generate or expose persons to excessive groundborne vibration or groundborne noise levels.

Threshold NOI-3: Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project.

Threshold NOI-4: Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project.

Threshold NOI-5: For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, expose people residing or working in the project area to excessive noise levels.

Public Services – Wildfire and Fire Protection

Threshold WFP-1: Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.

Threshold WFP-2: Substantial impairment of an adopted emergency response plan or emergency evacuation plan.

Cumulative Wildfire and Fire Protection Impacts

Public Services – Police Protection

Cumulative Police Protection Service Impacts

Public Services – Schools

Threshold SCH-1: Cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities.

Threshold SCH-2: Directly or indirectly interfere with the operation of an existing or planned school.

Cumulative School Related Impacts

Transportation

Threshold T-1: Cause an increase in traffic that 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) based on adopted City of Oxnard level of service (LOS) standards.

Threshold T-4: Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

Threshold T-5: Result in inadequate emergency access.

Cumulative Transportation Impacts

Utilities and Service Systems – Water

Threshold WAT-1: Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan.

Utilities and Service Systems – Wastewater

Threshold WW-1: Require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments.

Utilities and Service Systems – Solid Waste

Threshold SW-1: Generate solid waste that would exceed the permitted capacity of a landfill serving the City.

Threshold SW-2: Conflict with federal, state, or local statutes or regulations related to solid waste.

Cumulative Solid Waste Impacts

LESS THAN SIGNIFICANT IMPACTS WITH MITIGATION INCORPORATED

Aesthetics

Threshold AES-3: Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents.

Biological Resources

Threshold BIO-1: Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service.

Threshold BIO-2: Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service.

Cultural and Tribal Cultural Resources

Threshold CTC-2: Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5.

Threshold CTC-4: Disturb any human remains, including those interred outside of formal cemeteries.

Threshold CTC-5: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k).

Threshold CTC-6: Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

Geology and Soils

Threshold GEO-1b: Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements.

Threshold GEO-2: 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 an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements.

Noise

Threshold NOI-6: Expose non-human species to excessive levels.

Public Services – Police Protection

Threshold PP-1: Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects.

9.0 SIGNIFICANT UNAVOIDABLE EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

CEQA Guidelines Section 15126(b) requires an Environmental Impact Report (EIR) to “describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Section 5.0 of this EIR provides a description of the potential environmental impacts of the proposed project and recommends standard conditions and mitigation measures to reduce impacts to a less than significant level, where possible.

After implementation of standard conditions and mitigation measures, all potentially significant impacts associated with the proposed project would be reduced to less than significant levels.

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10.0 REFERENCES

10.1 LEAD AGENCY AND EIR PREPARER

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10.3 ACRONYMS AND ABBREVIATIONS

2015 Ventura County Multi-Hazard Mitigation Plan (2015 MHMP)	Best Management Practices (BMPs)
2016 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS)	British thermal units (Btu)
2016 Ventura County Air Quality Management Plan (2016 AQMP)	California Accidental Release Prevention Program (Cal ARP)
Aboveground Petroleum Storage Tank Spill Prevention Control and Countermeasure Plan (SPCC)	California Air Pollution Control Officers Association (CAPCOA)
Accident Potential Zone (APZ)	California Air Resources Board (CARB)
Advanced Water Purification Facility (AWPF)	California Ambient Air Quality Standards (CAAQS)
Air Pollution Control Districts (APCD)	California Board of Professional Engineers, Land Surveyors and Geologists (CBPELSG)
Air Quality Management Plan (AQMP)	California Building Code (CBC)
Airport Comprehensive Land Use Plan for Ventura County (Ventura County ACLUP)	California Building Standards Commission (CBSC)
Airport Land Use Commission (ALUC)	California Coastal Commission (CCC)
Alquist-Priolo Earthquake Fault Zoning Act (AP Act)	California Code of Regulations (CCR)
Alternative Planning Strategy (APS)	California Department of Conservation (DOC)
Applicant, Oxnard Harbor District (Port, The Port of Hueneme)	California Department of Education (CDE)
Asbestos-Containing Construction Materials (ACCMs)	California Department of Fish and Wildlife (CDFW)
Assembly Bill (AB)	California Department of Forestry and Fire Protection (CAL FIRE)
Assessor Parcel Number (APN)	California Department of Housing and Community Development (HCD)
A-weighted decibel scale (dBA)	California Department of Public Health (DPH)
Before Present (BP)	California Department of Resources Recycling and Recovery (CalRecycle)
	California Department of Transportation (Caltrans)

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| California Department of Water Resources (DWR) | City of Oxnard 2030 General Plan Program |
| California Emissions Estimator Model (CalEEMod) | Environmental Impact Report (2030 General Plan PEIR) |
| California Endangered Species Act (CESA) | City of Oxnard Advanced Water Purification Facility (AWPF) |
| California Energy Commission (CEC) | City of Oxnard General Plan Background Report (General Plan Background Report) |
| California Environmental Protection Agency (CalEPA) | City of Oxnard Groundwater Recovery Enhancement and Treatment Recycled Water Program (GREAT) |
| California Environmental Quality Act (CEQA) | City of Oxnard Parks & Recreation Master Plan – Draft 2020 (Master Plan) |
| California Geological Survey (CGS) | City of Oxnard Public Works Integrated Master Plan (PWIMP) |
| California Green Building Standards Code (CALGreen) | City of Oxnard Public Works Wastewater Division (PWWD) |
| California Health and Safety Code (HSC) | City of Oxnard Transportation Center (OTC) |
| California Highway Patrol (CHP) | City Urban Restriction Boundary (CURB) |
| California Historical Landmarks (CHL) | Clean Water Act (CWA) |
| California Important Farmland Finder (CIFF) | Clear Zone (CZ) |
| California Land Conservation Act (CLA) | Code of Federal Regulations (CFR) |
| California Land Cover Mapping and Monitoring Program (LCMMP) | Colorado River Aqueduct (CRA) |
| California Native American Graves Protection Act of 2001 (NAGPRA) | Community Rating System (CRS) |
| California Natural Resources Agency (Resources Agency) | Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) |
| California Office of Emergency Services (Cal OES) | Congestion Management Authority (CMA) |
| California Occupational Safety and Health Administration (Cal/OSHA) | Congestion Management Program (CMP) |
| California Public Resources Code (PRC) | Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (Connect SoCal or 2020-2045 RTP/SCS) |
| California Register of Historical Resources (CRHR) | corrugated metal pipe (CMP) |
| California State Coastal Conservancy (CSCC) | County of Ventura (County) |
| California Stormwater Quality Association (CASQA) | cubic feet per second (cfs) |
| California Toxics Rule (CTR) | decibel (dB) |
| California Urban Water Conservation Council (CUWCC) | decibels day-night level (dB L _{dn}) |
| California Vehicle Code (CVC) | Department of Justice Uniformed Crime Reporting Program (UCR) |
| California Water Code (Water Code) | Department of Toxic Substances Control (DTSC) |
| Calleguas Municipal Water District (CMWD) | Disaster Mitigation Act of 2000 (DMA) |
| Capital Improvement Plan (CIP) | Draft Environmental Impact Report (Draft EIR) |
| carbon dioxide (CO ₂) | Earthquake Hazards Reduction Act of 1977 (EHRA) |
| carbon dioxide equivalent (CO _{2e}) | Efficient Water Management Practices (EWMPs) |
| carbon monoxide (CO) | Emergency and Community Right to Know Act (EPCRA) |
| Certified Unified Program Agency (CUPA) | Emergency Operations Centers (EOC) |
| chlorofluorocarbons (CFCs) | |
| City of Oxnard (City) | |
| City of Oxnard Energy Action Plan (EAP) | |
| City of Oxnard 2030 General Plan (2030 General Plan) | |
| City of Oxnard 2030 General Plan (General Plan or 2030 General Plan) | |

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| <p>Emergency Planning and Community Right-to-Know Act (EPCRA)</p> <p>Emission FACTor (EMFAC)</p> <p>Endangered Species Act (ESA)</p> <p>Energy Action Plan (EAP)</p> <p>Environmental Impact Report (EIR)</p> <p>evapotranspiration (ET)</p> <p>Farmland Mapping and Monitoring Program (FMMP)</p> <p>Farmland Protection Policy Act (FPPA)</p> <p>Federal Aviation Regulations (FAR)</p> <p>Federal Clean Air Act of 1970 (CAA)</p> <p>Federal Emergency Management Agency (FEMA)</p> <p>Federal Endangered Species Act (FESA)</p> <p>Federal Highway Administration (FHWA)</p> <p>Federal Migratory Bird Treaty Act (MBTA)</p> <p>Federal Transit Administration (FTA)</p> <p>Federal Transportation Improvement Program (FTIP)</p> <p>Final Environmental Impact Report (Final EIR)</p> <p>Flood Insurance Rate Map (FIRM)</p> <p>floor area ratio (FAR)</p> <p>Fox Canyon Groundwater Management Agency (FCGMA)</p> <p>global mean surface temperature (GMST)</p> <p>global warming potentials (GWP)</p> <p>Gold Coast Transit District (GCTD)</p> <p>Governor’s Office of Planning and Research (OPR)</p> <p>greenhouse gas (GHG)</p> <p>Guide for the Preparation of Traffic Impact Studies (Guide)</p> <p>Hazardous Materials Transportation Act (HMTA)</p> <p>Hueneme Elementary School District (HESD)</p> <p>hydro chlorofluorocarbons (HCFCs)</p> <p>hydrofluorocarbons (HFCs)</p> <p>Illuminating Engineering Society (IES)</p> <p>Insurance Services Office (ISO)</p> <p>Integrated Risk Information System (IRIS)</p> <p>Intergovernmental Review (IGR)</p> <p>Intersection Capacity Utilization (ICU)</p> <p>Land Inventory and Monitoring (LIM)</p> <p>Land-Surface Air Temperature (LSAT)</p> <p>lead (Pb)</p> <p>leaking underground storage tank (LUST)</p> <p>Level of Service (LOS)</p> <p>Long-Term Regional Recovery (LTRR)</p> <p>Los Angeles Regional Water Quality Control Board (LARWQCB)</p> | <p>Low Emissions Vehicles (LEV)</p> <p>Materials Recovery Facilities (MRF)</p> <p>Maximum Contaminant Level (MCL)</p> <p>Measures of Effectiveness (MOEs)</p> <p>methane (CH₄)</p> <p>Methyl Tertiary Butyl Ether (MTBE)</p> <p>metric tons of carbon dioxide equivalent (MT CO_{2e})</p> <p>Metropolitan Planning Organization (MPO)</p> <p>Metropolitan Water District of Southern California (MWD)</p> <p>Military Influence Area (MIA)</p> <p>million British thermal units (MMBTU)</p> <p>million cubic feet (MMCF)</p> <p>million gallons per day (mgd)</p> <p>million metric tons of carbon dioxide equivalent (MMT CO_{2e})</p> <p>million therms (MTHM)</p> <p>Mineral Resource Zone (MRZ)</p> <p>Multi-Track Year-Round Education (MTYRE)</p> <p>National Ambient Air Quality Standards (NAAQS)</p> <p>National Historic Preservation Act of 1966 (NHPA)</p> <p>National Pollutant Discharge Elimination System (NPDES)</p> <p>National Primary Drinking Water Regulations (NPDWR)</p> <p>National Register of Historic Places (NRHP)</p> <p>National Wetlands Inventory Wetlands Mapper (NWI)</p> <p>Native American Graves Protection and Repatriation Act of 1990 (NAGPRA)</p> <p>Native American Heritage Commission (NAHC)</p> <p>Native Plant Protection Act (NPPA)</p> <p>Natural Communities Conservation Plan (NCCP)</p> <p>Natural Resources Conservation Service (NRCS)</p> <p>Naval Air Station (NAS)</p> <p>Naval Base Ventura County (NBVC)</p> <p>NBVC Point Mugu</p> <p>NBVC Port Hueneme</p> <p>nitric oxide (NO)</p> <p>nitrogen dioxide (NO₂)</p> <p>nitrous oxide (N₂O)</p> <p>nongovernmental organization (NGO)</p> <p>Not Applicable (N/A)</p> <p>Notice of Availability (NOA)</p> <p>Notice of Completion (NOC)</p> <p>Notice of Determination (NOD)</p> <p>Notice of Intent (NOI)</p> |
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| <p>Notice of Preparation (NOP)
Occupational Safety and Health Administration (OSHA)
Ocean View School District (OVSD)
ordinary high water mark (OHWM)
Ormond Beach Restoration and Public Access Project (OBRAP)
Oxnard City Code (City Code)
Oxnard Fire Department (OFD)
Oxnard Police Department (OPD)
Oxnard Union High School District (OUHSD)
Oxnard Wastewater Treatment Plant (OWTP)
ozone (O₃)
particulate matter with an aerodynamic diameter of 10 microns or smaller (PM₁₀)
particulate matter with an aerodynamic diameter of 2.5 microns or smaller (PM_{2.5})
peak ground acceleration (PGA)
peak particle velocity (PPV)
perfluorocarbons (PFCs)
Pipeline and Hazardous Materials Safety Administration (PHMSA)
Port of Hueneme (Port)
Porter-Cologne Water Quality Control Act of 1970 (Porter-Cologne Act)
Probabilistic Seismic Hazard Assessment (PSHA)
Public Works Integrated Master Plan (PWIMP)
Publicly Owned Treatment Works (POTW)
Qualified SWPPP Developer (QSD)
reactive organic compound (ROC)
Recycling Market Development Zone (RMDZ)
Regional Housing Needs Assessment (RHNA)
Regional Transportation Plan (RTP)
Regional Water Quality Control Board (RWQCB)
Remote Sensing Lab (RSL)
Renewables Portfolio Standard (RPS)
Research and Special Programs Administration Regulations (RSPA)
Resource Conservation and Recovery Act (RCRA)
Reverse Osmosis (RO)
right of way (ROW)
Robert T. Stafford Disaster Relief and Emergency Assistance Act of 1988 (Stafford Act)
root mean square (RMS)
Safe Drinking Water Act (SDWA)
Seismic Hazards Mapping Act of 1990 (SHMA)
Senate Bill (SB)
Simi Valley Landfill and Recycling Center (SVLRC)</p> | <p>Solid Waste Information System (SWIS)
Source Reduction and Recycling Element (SRRE)
South Central Coast Air Basin (SCCAB)
Southern California Association of Governments (SCAG)
Southern California Edison (SCE)
Southern California Gas Company (So Cal Gas)
Special Use Airspace (SUA)
Species of Special Concern (SSC)
Standard Emergency Management System (SEMS)
State Emergency Response Commission (SERC)
State Office of Administrative Law (OAL)
State Water Project (SWP)
State Water Resources Control Board (SWRCB)
Storm Water Pollution Prevention Plan (SWPPP)
sulfur dioxide (SO₂)
sulfur hexafluoride (SF₆)
Superfund Amendments and Reauthorization Act of 1986 (SARA)
Surface Mining and Reclamation Act of 1975 (SMARA)
Surface Transportation Assistance Act of 1982 (STAA)
Sustainable Communities Strategy (SCS)
Sustainable Groundwater Management Act (SGMA)
toxic air contaminants (TACs)
Toxic Substances Control Act of 1976 (TSCA)
Transportation Control Measures (TCMs)
U.S. Geological Survey (USGS)
underground storage tank (UST)
Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program)
Uniform Building Code (UBC)
Union Pacific Railroad (UPRR)
United Nations Intergovernmental Panel on Climate Change (IPCC)
United States (US, U.S.)
United States Army Corps of Engineers (USACE)
United States Code (USC)
United States Department of Agriculture (USDA)
United States Department of Agriculture Soil Conservation Service (USDA-SCS)
United States Department of Transportation (USDOT)</p> |
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United States Energy Information Administration
(USEIA)
United States Environmental Protection Agency
(USEPA)
United States Fish and Wildlife Service (USFWS)
United States Forest Service (USDA Forest
Service)
United Water Conservation District (UWCD)
Urban Water Management Plan (UWMP)
vehicle miles traveled (VMT)
velocity in decibels (VdB)
Ventura Council of Governmental (VCOG)
Ventura County Air Pollution Control District
(VCAPCD)

Ventura County Airport Comprehensive Land Use
Plan (ACLUP)
Ventura County Public Works Agency (VCPWA)
Ventura County Railway (VCRR)
Ventura County Transportation Commission
(VCTC)
Ventura County Watershed Protection District
(VCWPD)
Water Discharge Requirement (WDR)
World Meteorological Organization (WMO)
Zero Emissions Vehicles (ZEV)

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