DRAFT ENVIRONMENTAL IMPACT REPORT
VOLUME II

PORT OF HUENEME –
TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY PROJECT

SCH NO. 2020069039

Lead Agency:
CITY OF OXNARD
214 South C Street
Oxnard, California 93030
Contact: Mr. Jay Dobrowalski

December 16, 2021

Table of Contents

VOLUME I

VOLUME II

Appendices

CITY OF
OXNARD
CALIFORNIA

APPENDIX A
Notice of Preparation

NOTICE OF PREPARATION

To: Interested Agencies and Organizations
(Refer to Attached Distribution List)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Oxnard
213 South C Street
City/State/Zip: Oxnard, California 93030
Contact: Mr. Jay Dobrowalski
Phone: 805.385.3948

Consulting Firm:

Firm Name: RRM Design Group
Street Address: 32332 Camino Capistrano, Suite 205
City/State/Zip: San Juan Capistrano, CA 92675
Contact: Diane Bathgate, AICP, CNU-A
Phone: 949.361.7950

The **CITY OF OXNARD** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. A Mitigated Negative Declaration (MND) was previously prepared for this same project and circulated with a 30-day public review period that concluded on January 14, 2019. The City of Oxnard received over 200 comment letters on the MND from agencies, organizations, and interested parties, and in response to the areas of controversy identified in those letters, the City has elected to prepare an EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Project Information Packet. A copy of the Initial Study Checklist is not attached. The NOP and Project Information Packet are also available on the City of Oxnard Environmental Documents website:
https://www.oxnard.org/city-department/community-development/planning/environmental-documents/

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice (***comment period June 25, 2020 to July 24, 2020***). All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385- 3948 or jay.dobrowalski@oxnard.org and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

Please send your response to **Jay Dobrowalski, Senior Planner** at the address shown above. Please provide the name for a contact person in your agency.

Project Title: Port Hueneme – Temporary Outdoor Vehicle Storage Facility

Project Location: City of Oxnard (City (nearest)) Ventura (County)

Project Description: (brief)

A request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the office trailer, portable restroom, perimeter lighting and gravel surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site.

Date: June 25, 2020

Signature:

Jay Dobrowalski
Title: Senior Planner

Telephone: 805.385.3948

NOP DISTRIBUTION LIST

NOP &
PROJECT INFORMATION PACKET

State Clearinghouse
Office of Planning & Research
1400 Tenth Street
Sacramento, CA 95814

Naval Base Ventura County
Community Plans & Liaison Officer
311 Main Road, Bldg 66
Point Mugu, CA 93042-5033

City of Port Hueneme
Community Development Department
250 N Ventura Road
Port Hueneme, CA 93041

County of Ventura, Planning
Attn: Laura Hocking
800 S Victoria Ave, L# 1740
Ventura, CA 93009

Gold Coast Transit District
1901 Auto Center Drive
Oxnard, CA 93036

U.S. Army Corp of Engineers
Regulatory Program, Ventura Office
2151 Alessandro Drive, Ste 255
Ventura, CA 93001

Hueneme School District
Dr. Christine Walker, Superintendent
Joe Hiton, Senior Director Facilities
205 N Ventura Road
Port Hueneme, CA 93041

City of Camarillo
Community Development Department
601 Carmen Drive
Camarillo, CA 93010

Ventura County Resource
Management Agency
Attn: Clay Downing
800 S Victoria Ave, L#1740
Ventura, CA 93009-1740

U.S. Fish & Wildlife Service
2493 Portola Road, Ste B
Ventura, CA 93003

City of San Buenaventura
Community Development Department
Planning Division
501 Poli Street
Ventura, CA 93001

Oxnard Harbor District
333 Ponoma Street
Port Hueneme, CA 93041

Ventura County Transportation
Commission
Attn: Executive Director
950 County Square Drive, Ste 207
Ventura, CA 93003

NOP

County of Ventura
County Clerk
800 S Victoria Avenue
Ventura, CA 93009

VC Reporter, David Rolland
700 E Main Street
Ventura, CA 93001

Ventura County Star
550 Camarillo Center Drive
Camarillo, CA 93010

Environmental Defense Center
2021 Sperry Ave, Ste 18
Ventura, CA 93003

Vida Newspaper
PO Box 427
Oxnard, CA 93032

Sierra Club, Los Padres Chapter
ATTN: James Hines
232 N Third Street
Port Hueneme, CA 93041

Sierra Club, Los Padres Chapter
PO Box 31241
Santa Barbara, CA 93130

Environmental Coalition of Ventura
PO Box 68
Ventura, CA 93002

League of Women Voters
Attn: Bradley Smith
2065 Olga Street
Oxnard, CA 93030

Ventura CoastKeeper
9452 Telephone Road #432
Ventura, CA 93004

Archaeological Cultural Consultants
ATTN: Charles Parra/Susan Ruiz
4188 Moreno Drive
Oxnard, CA 93033

Archeological Cultural Consultants
Attn: Melissa Hernandez
PO Box 6612
Oxnard, California 93031

Ventura Co. Archaeological Society
ATTN: Bob Lopez
2675 S Petit
Ventura, CA 93004

California Indian Council Foundation
1222 Potter Avenue
Thousand Oaks, CA 91360

San Buenaventura Conservancy
Stephen Schafer, President
PO Box 23263
Ventura, CA 93002

San Buenaventura Conservancy
PO Box 24218
Ventura, California 93002

San Gabriel Band of Mission Indians
Anthony Morales, Chief
PO Box 693
San Gabriel, CA 91778

Lozeau Drury LLP
ATTN: Richard Drury,
1939 Harrison Street, Suite 150
Oakland, CA 94612

Lozeau Drury LLP
Attn: Komalpreet Toor
1939 Harrison Street, Suite 150
Oakland, CA 94612

Lozeau Drury LLP
Attn: Stacey Oborne
1939 Harrison Street, Suite 150
Oakland, CA 94612

Fred Garcia
County of Ventura, Adult Family Services
2901 N Ventura Road
Oxnard, CA 93036

Nancy Lindholm
Oxnard Chamber of Commerce
400 E Esplanade Drive, Ste 302
Oxnard, CA 93036

Stephanie Caldwell, President
Ventura Chamber of Commerce
505 Poli Street, 2nd Floor
Ventura, CA 93001

Tracy Sisson Phillips, President
Hueneme Chamber of Commerce
567 W Channel Islands Blvd
Port Hueneme, CA 93041

Deacon Raymond Vaquez
Santa Clara Church
3430 Ketch Avenue
Oxnard, CA 93035

Susan Haverland
Foodshare
4156 N Southbank Road
Oxnard, CA 93036

Peter Zierhut, Vice President
Haas Automation
2800 Sturgis Road
Oxnard, CA 93030

Mike Carpenter
Sun Coast Calimari
928 East Third Street
Oxnard, CA 93032

Shannon Hillygus, Manager
Ventura Beach Marriott
2055 Harbor Blvd
Ventura, CA 93001

Len Mazella, Vice President
PACRO
279 Hueneme Road
Port Hueneme, CA 93041

Joshua D. Belchere, Vice President
TracTide Marine Corporation
567 W Channel Islands Blvd, Ste 371
Port Hueneme, CA 93041

Casey Dexter
GM Ports America
319 Ponoma Street
Port Hueneme, CA 93041

Josh Lindsay
Wallenius Wilhelmsen Ocean
279 Hueneme Road
Port Hueneme, CA 93041

Greg Van Ness, CEO
Tolman & Wiker Insurance Services
196 S Fir Street
Ventura, CA 93001

Captain Von Wm. Belchere
PORTUS
567 W Channel Islands Blvd, Ste 371
Port Hueneme, CA 93041

Anthony Mireles
LiUNA! Local 585
21 South Dos Caminos Avenue
Ventura, CA 93003

Jed Johnson
Teamsters Local Union 186
1534 Eastman Avenue, Ste B
Ventura, CA 93003

Gladys Limon
California Environmental Justice Alliance
1820 Jefferson Street
Oakland, CA 94612

Maricela Morales
CAUSE
4880 Market Street
Ventura, CA 93003

Jeremy Meyer
CAUSE
4880 Market Street
Ventura, CA 93003

Arcenio J. Lopez
Mixteco/Indígena Community Organizing Project
520 West 5th Street, Ste G
Oxnard, CA 93030

Alan Sanders
Ormond Beach Task Force
PO Box 551
Port Hueneme, CA 93044

Arlene Frach
Navy League of the United States
Channel Islands Council
PO Box 873
Port Hueneme, CA 93004

Jeff Bode
International Brotherhood of Electrical Workers
3994 East Main Street
Ventura, CA 93003

Sigrid Wright
Community Environmental Council
26 West Anapamu Street, 2nd Floor
Santa Barbara, CA 93101

Lucas Zuker
CAUSE
4880 Market Street
Ventura, CA 93003

Ocil Herrejón
CAUSE
4880 Market Street
Ventura, CA 93003

Sandy Smith
Ventura County Economic Development Association
PO Box 2744
Camarillo, CA 93011

Dave Rodriguez
California LULAC
PO Box 1362
Camarillo, CA 93011-1362

Arlene Frach
Navy League of the United States
Channel Islands Council
PO Box 873
Port Hueneme, CA 93004

Rachel E. Culbert-Mastro
Ventura Coalition of Labor and Agriculture and Business
1672 Donlon Street
Ventura, CA 93003

Iris Kelly
Central Coast Climate Justice Network
26 West Anapamu St, 2nd Floor
Santa Barbara, CA 93101

Alexandra Garcia
CAUSE
4880 Market Street
Ventura, CA 93003

Jason Weiner & Geneva Thompson
Wishtoyo Chumash Foundation
9452 Telephone Road #423
Ventura, CA 93004

Charles B. Caulkins, Port Manager
Del Monte Fresh Produce N.A., Inc.
PO Box 520
Port Hueneme, CA 93044

John Merrill
ILWU Local 46
PO Box 100
Port Hueneme, CA 93041

Mary Maranville
Students for Eco-Education & Agriculture (SEEAG)
PO Box 1461
Ojai, CA 93024-1461

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to CEQA Guidelines Section 15082, the City of Oxnard has distributed this Notice of Preparation/Project Information Packet for the Port Hueneme – Temporary Outdoor Vehicle Storage Facility Project (proposed project).

The sections that follow include the project's location, a description of the proposed project, and list the environmental factors to be evaluated in an Environmental Impact Report (EIR), which will be prepared in accordance with CEQA Guidelines Section 15168.

II. PROJECT LOCATION

REGIONAL SETTING

City of Oxnard

The City of Oxnard is located on the central coast of Ventura County, California. 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. Regional access to the City is provided by the following highways: United States (US) 101 and State Route (SR) 1.

Port of Hueneme

Ventura County has an important center for freight activity that impacts the Cities of Oxnard and Port Hueneme. The City of Oxnard borders the Port of Hueneme (Port) to the west, north, and east.

The Port of Hueneme is served by both local roads and a railroad that connects to the Union Pacific Railroad Coast Main Line. The Port of Hueneme currently has two primary access routes from US 101 to the Port including Rice Avenue/Hueneme Road and Victoria Avenue.

LOCAL SETTING

Project Site: The project site is located at the southeast Corner of Hueneme Road and Perkins Road in the City of Oxnard. The site is currently vacant and undeveloped.

Surrounding Land Uses and Setting: The project site is surrounded by the following uses:

> **North:** Hueneme Road is located north of the project site. Further north of Hueneme Road are commercial and residential uses.
>
> **South:** The City of Oxnard Advanced Water Purification Facility (AWPF) is located immediately adjacent to the southwestern portion of the project site, and the Oxnard Industrial Drain borders the project site to the south. In addition, vacant and undeveloped land is south of the project site and 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.

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

III. PROJECT DESCRIPTION

Project Sponsor's Name and Address: Oxnard Harbor District, 333 Ponoma Street, Port Hueneme, California, 93044-0608

Assessor's Parcel Numbers: 231-0-092-105 and 231-0-092-245

General Plan Designation: Industrial Limited (I LT) and Park (PRK)

Zoning Designation: M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone)

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 includes 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 (i.e., curb cuts, apron, etc.)

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

Upon expiration of the Special Use Permit, the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

Site Access

Access to the 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

The project includes grading and levelling of the ground surface. 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. Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import 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.

Grading and construction would occur on weekdays (Monday through Friday) during the daytime between the hours of 8:00 AM to 5:00 PM. Construction would not occur at night, on weekends, or on Federal holidays.

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 three feet wide and eighteen inches deep or 2) a trapezoidal grass-lined swale approximately two feet deep at the center and tapering up to the edges with a width of about eight feet.

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, which would remain upon expiration of the Special Use Permit.

Hours of Operation

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

Facility Staffing and Parking

The car storage facility would be staffed by fourteen 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 car storage facility between 7:30 and 8:00 AM and would leave the facility no later than 4:00 PM daily. 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 project site and would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

Operational Scenarios

The temporary outdoor 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 temporary outdoor vehicle storage facility per day. Most days the temporary outdoor 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 location would be light duty vehicles, excluding trucks or diesel powered automobiles.

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 facility and would not require the use of transport trucks. The number of vehicles that can be started and moved to or from this facility would be limited by the available number of drivers, which is a maximum of ten at a time. It is planned that the movement of cars to and from the facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten cars 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 and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the cars to the facility.

Currently many of these vehicles are transported to off Port storage locations, such as the Camarillo Airport or Tuffshed in Ventura, via diesel truck carrier as vehicle storage capacity on Naval Base Ventura County (NBVC) is impacted by military activity.

Vehicle Movement

Cars would be individually driven to the facility in groups of ten at a time. No car carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the 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 temporary outdoor vehicle storage facility would involve two different actions: 1) cars arriving at the facility and 2) cars leaving the facility.

Cars Arriving at the Facility. Vehicles to be stored at the temporary outdoor vehicle storage facility would be driven from the vehicle processing area on the NBVC 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 facility via the access driveways on Perkins Road.

Cars Leaving the Facility. Vehicles stored at the temporary outdoor 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 at the Pleasant Valley gate and drive through to the NBVC vehicles processing area. When cars leave the Project site they would return to NBVC for processing, 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 which are imported through the Port and because this project 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 facility and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the temporary outdoor vehicle storage facility. The entire process of driving from the Port to the site 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 all on-site improvements prior to the expiration of the permit except the landscaping and fencing.

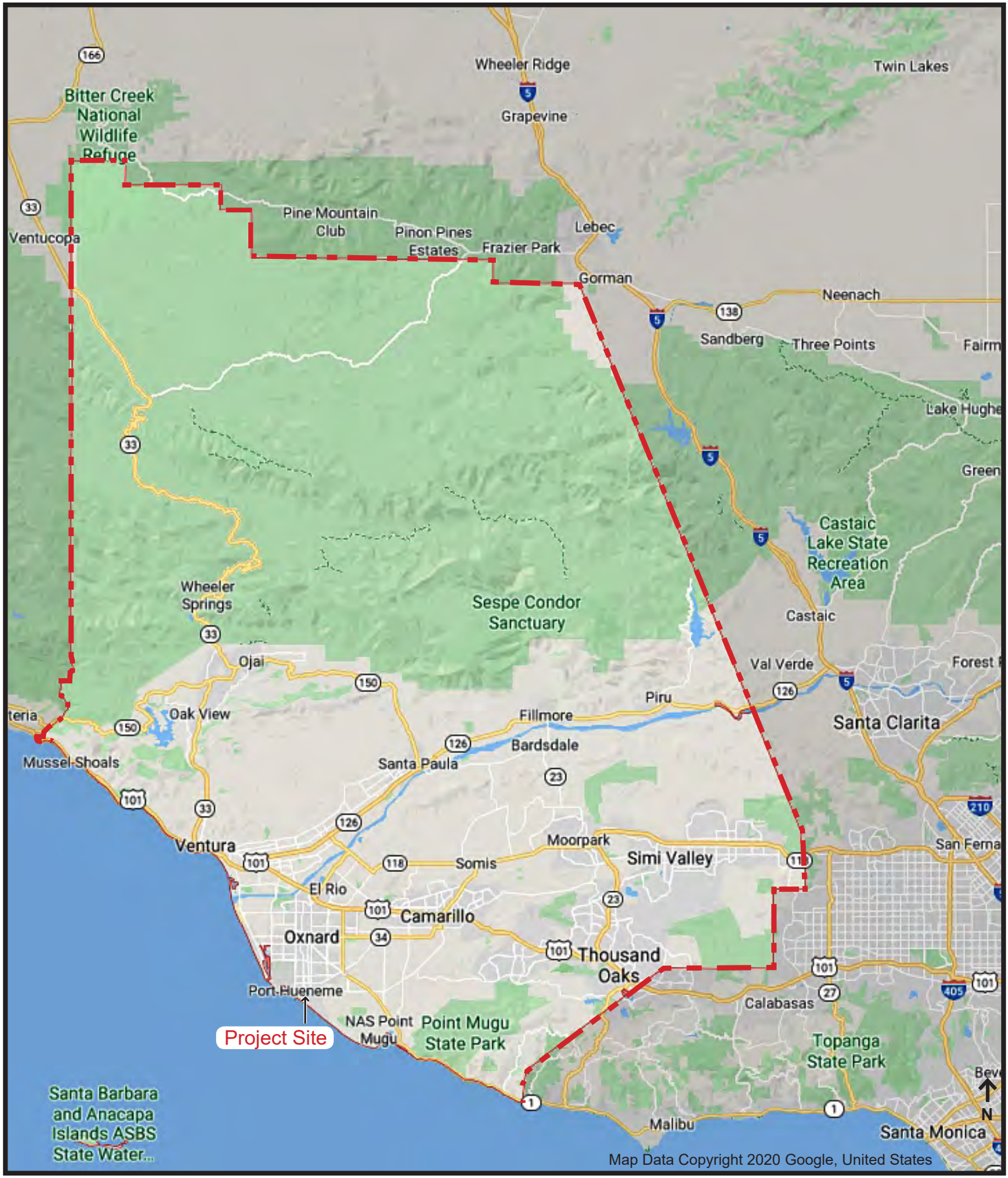
IV. POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will review the following environmental factors:

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

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.

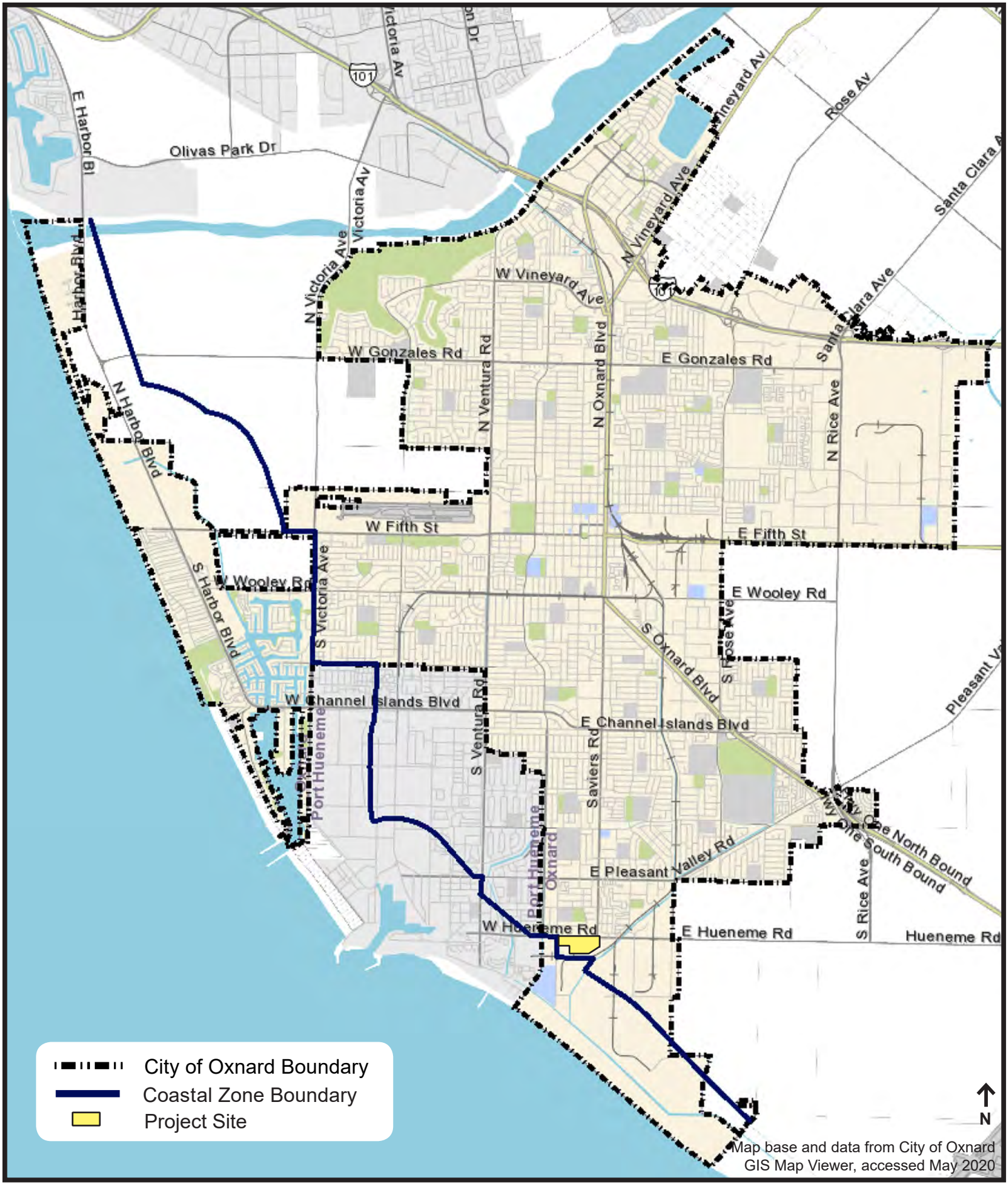
Exhibit 1 - Regional Map

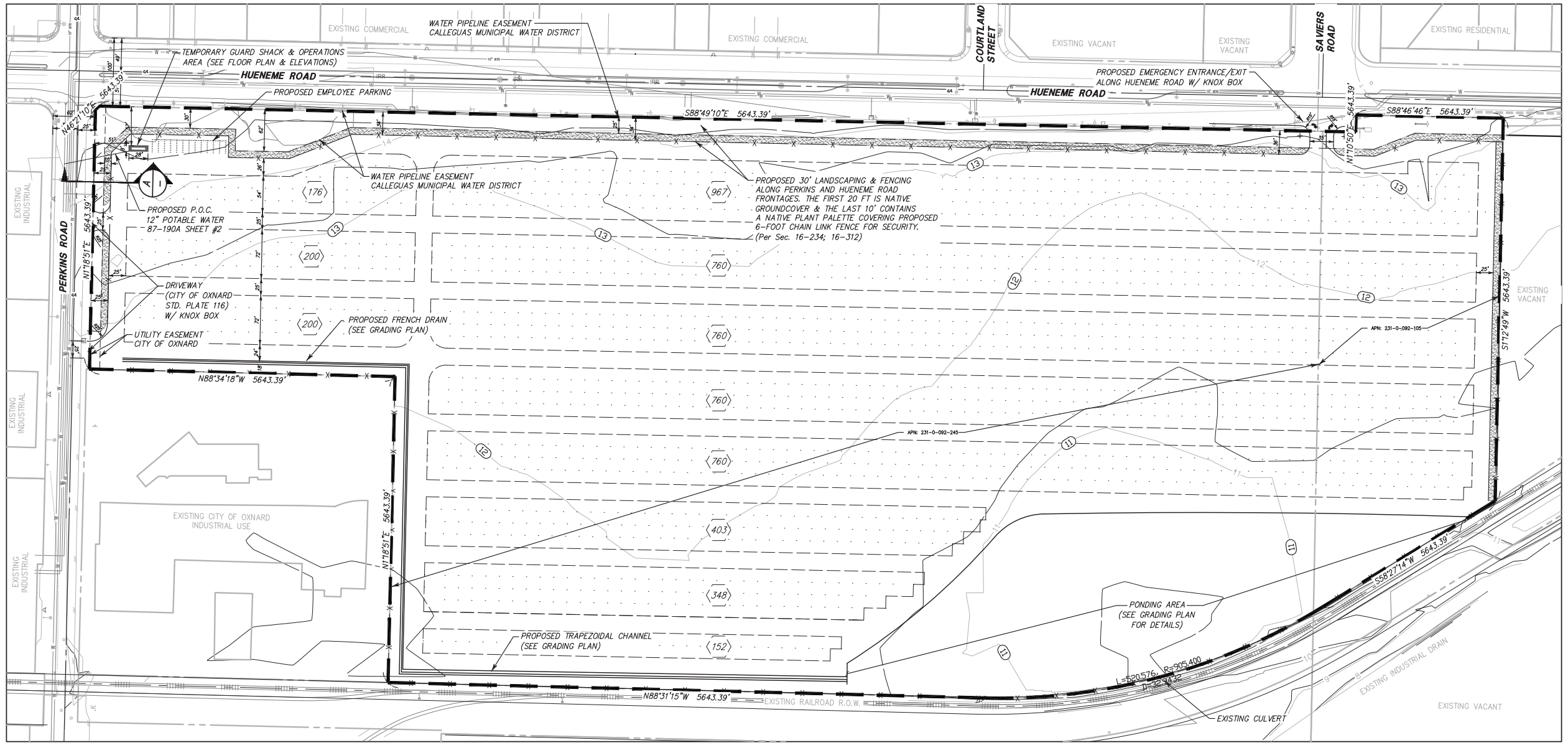


Ventura County Boundary

May 21, 2020

Exhibit 2 - Vicinity and Jurisdictional Boundary Map





VICINITY MAP

NOT TO SCALE

LEGEND:

EXISTING

- PROPERTY BOUNDARY
- (10) CONTOUR LINE
- FIRE HYDRANT
- O/H E OVERHEAD ELEC.
- STREET LIGHT
- STREET SIGN
- X FENCE
- W WATER

PROPOSED

- SUP BOUNDARY
- 20 PARKING SPACES
- LIGHTS
- X FENCE

80' 40' 0' 80' 160'

GRAPHIC SCALE: 1"=80'

NOTE:

INFORMATION SHOWN HEREON, SUCH AS ASSESSOR'S PARCEL LINES & NUMBERS ARE PROVIDED BY THE COUNTY OF VENTURA GEOGRAPHIC INFORMATION SYSTEMS AND IS NOT BASED ON A FIELD SURVEY. ADDITIONAL EASEMENTS OF RECORD NOT SHOWN ON THIS MAP MAY EXIST AS A TITLE REPORT WAS NOT PROVIDED FOR THIS PROJECT. THIS DATA IS FOR CONCEPTUAL AND VISUAL PURPOSES ONLY AND IS NOT TO BE USED FOR MAPPING AND/OR FINAL DESIGN.

PRELIMINARY LAND USE DATA

A. PROJECT LOCATION & PROPERTY INFORMATION

APN:	231-0-092-105;	231-0-092-245
LOT SIZE:	29.66 AC	4.04 AC
GENERAL PLAN:	ILT	PRK
ZONING:	M-1-PD	M-1-PD

B. EXISTING SURROUNDING LAND USES

	GENERAL PLAN	ZONING DESIGNATION
NORTH:	CG	C1 & C2
SOUTH:	ILT & RP	CDI
EAST:	ILT	CDI
WEST:	ICD	M-1-PD & M-2-PD

C. EXISTING AREAS

	SQUARE FEET	ACRES	PERCENTAGE
1. BUILDING COVERAGE:	0	0	0.0%
2. PAVED AREA:	0	0	0.0%
3. LANDSCAPE AREA:	23,005	0.53	1.57%
4. TOTAL LAND AREA:	1,467,875	33.7	

D. PROPOSED SPECIAL USE PERMIT BOUNDARY

AREA: 33.7 ACRES

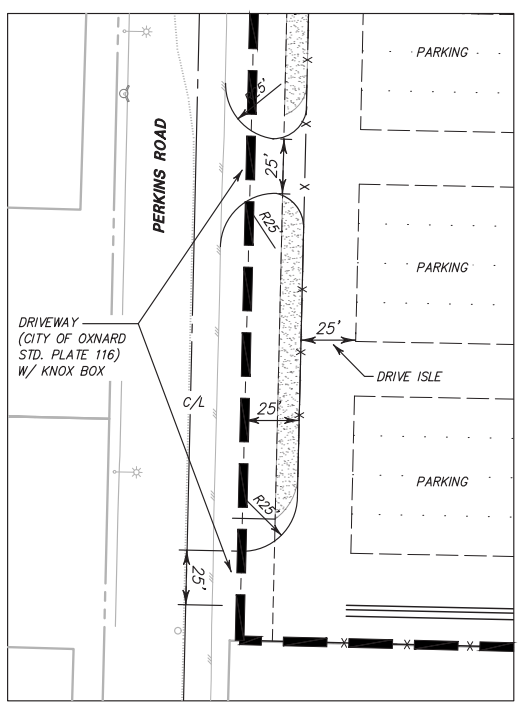
E. PROPOSED PARKING SPOTS

TOTAL PROPOSED PARKING SPOTS: 4,944 SPACES (180 SPACES/ACRE) (5,486 SPACES X 90% PARKING EFFICIENCY)

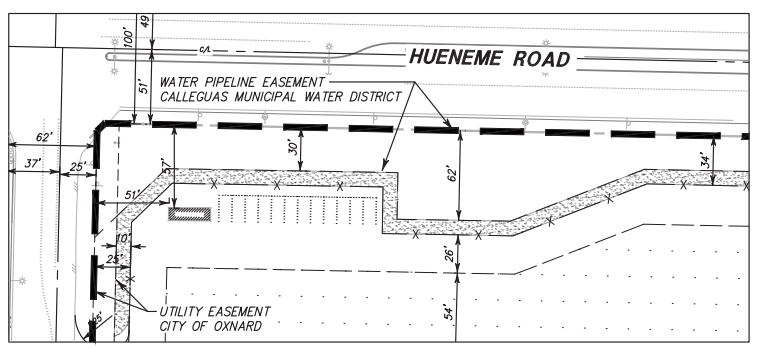
*ASSUMES:
- EACH SPACE REQUIRES 8'X18'
- ALL DRIVE AISLES ARE MINIMUM 25' WIDE
- 199 SPACES PER ACRE
- USING 8'X18' SPACES, PARKING AVAILABLE IS 5,486 SPACES. THERE IS A 80% PARKING SPACE EFFICIENCY CALCULATION (THIS ALLOWS 160 SPACES/ACRE)
- USABLE PARKING AREAS IS 27.47 ACRES

F. PROPOSED STRUCTURES

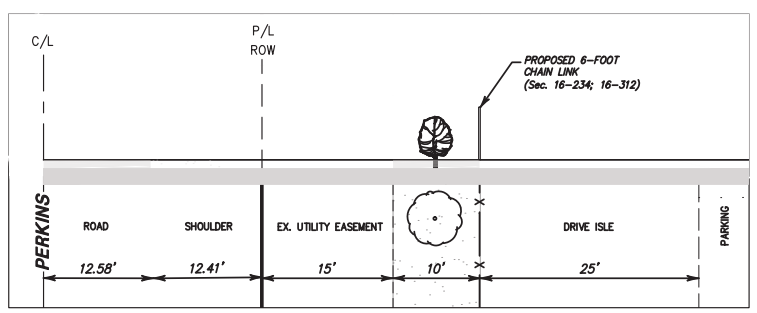
TEMPORARY GUARD SHACK TRAILER 240 S.F. 0.02% BUILDING COVERAGE



ENTRANCE/EXIT 1"=40'

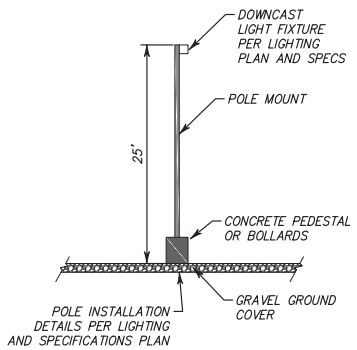


UTILITY EASEMENT PROTECTION 1"=60'

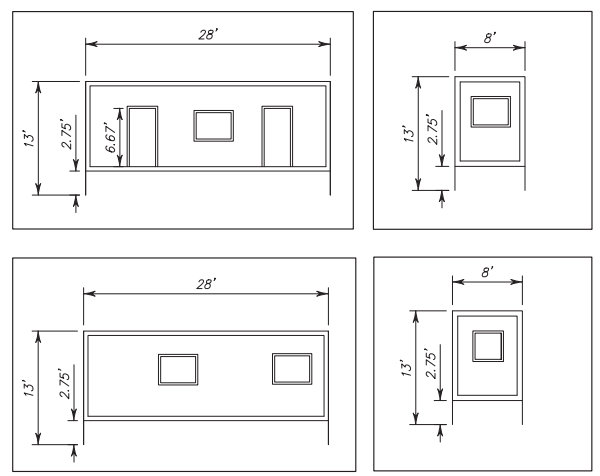


A - FENCE & LANDSCAPING SECTION 1"=10'

PROPOSED LIGHTING PLAN & FIXTURES:
- see Photometric Study and Specifications sheet



LIGHT DETAIL 1"=10'



TRAILER ELEVATIONS 1"=10'

JENSEN DESIGN & SURVEY, INC
www.jdscivil.com
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
FAX 805/654-6979

SCALE: 1" = 80'	J.N.: HUE25815
DATE: 8/30/2018	DWG. NAME: 5818 SUP.dwg

SPECIAL USE PERMIT
AUTO STORAGE AT PERKINS & HUENEME PORT OF HUENEME

Hueneme Rd & Perkins Rd
City of Oxnard
COUNTY OF VENTURA STATE OF CALIFORNIA

SHEET 1 OF 1

J:\HUE25815\Planning\SUP\5818 SUP.dwg Aug 30, 2018, 5:48pm kwatson

Exhibit 3 - Site Plan

CITY OF
OXNARD
CALIFORNIA

APPENDIX B
Notice of Preparation Comments

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Fwd: [Ask Planning Action] Proposed Temporary Vehicle Storage Facility on Hueneme Road

1 message

Lai, Dee <dee.lai@oxnard.org> Thu, Jun 25, 2020 at 2:01 PM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Hi Jay,
FYI....see below email.
Regards,

Dee Lai | Administrative Secretary III
City of Oxnard | Planning Division
214 South C Street, Oxnard, CA 93030
Phone: (805) 385-7858 | Fax: (805) 385-7417
Email: dee.lai@oxnard.org

COVID 19 NOTICE: In response to state and federal directives, **OUR COUNTER IS CLOSED TO THE PUBLIC UNTIL FURTHER NOTICE.**

Planning permit entitlement processing services will continue.

- General inquiries should be sent via email to Planning@oxnard.org.
- For new applications, aside from Cannabis related permits, email us at planning@oxnard.org. Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.
- For new Cannabis applications, call (805) 385-7863 for cannabis zoning clearance/verification and appointments. Otherwise, visit https://www.oxnard.org/cannabis-regulations/ or email cannabisinfo@oxnard.org The application window has been extended to April 23, 2020.
- For existing applications, contact your assigned Case Planner by direct email.

Please check our website at www.Oxnard.org and City approved information on COVID19 for updates.

---------- Forwarded message ---------
From: **Rick Kehoe** <rickkehoe@sbcglobal.net>
Date: Thu, Jun 25, 2020 at 1:59 PM
Subject: [Ask Planning Action] Proposed Temporary Vehicle Storage Facility on Hueneme Road
To: <planning@oxnard.org>

To whom it may concern,

I am writing to give my input as to the Proposed Temporary Vehicle Storage Facility on Hueneme Road. This would be a wonderful improvement to the area. Recent years has seen a huge negative decline to the proposed area as it is overgrown with weeds, trash and homeless encampments. The addition of a Landscaped, Fenced Vehicle Storage would surely be an improvement and clean up the Blight and possibly serve as an example to encourage the Run Down strip mall along the north side of Hueneme Road to clean up and improve the dilapidated and outdated area as well. Please VOTE IN FAVOR of the Proposed Vehicle Storage Facility.

Thank You,

Rick Kehoe
664 Beachport Drive
Port Hueneme
661-205-9429 cell

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Port of Hueneme Expansion - Environmental Impact Report Necessary

1 message

Elisabeth Harrell <elisabeth.harrell@oxnardunion.org> Wed, Jul 22, 2020 at 5:00 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard City Planning Commission,

My name is Elisabeth Harrell. I live and work in Oxnard. I grew up in and currently teach science, specifically Environmental Science, in South Oxnard. I am concerned about the proposed development with the Port and the environmental and health impacts on our local community.

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis of the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Elisabeth Harrell
Science Teacher
Technology Coach
Channel Islands High School
(805) 385-5253
http://bit.ly/harrell17

RESOURCE MANAGEMENT AGENCY
county of ventura

Environmental Health Division
Charles R. Genkel
Director

July 14, 2020

Jay Dobrowalski – Senior Planner
City of Oxnard
213 South C Street
Oxnard, CA 93030

RMA Ref# 180016-1: City of Oxnard, Preparation of Draft PEIR for Outdoor Vehicle Storage Facility (PZ 18-500-02)

Environmental Health Division (Division) staff reviewed the information submitted for the subject property and provides the following comments:

Proposed project identifies a 33.7-acre site to be used as a temporary outside vehicle storage facility for up to 4,944 vehicles on two existing vacant lots (APN: 231-0-092-105 & 231-0-092-245).

- If any hazardous materials and/or hazardous wastes at or above reportable quantities are stored on site, they must be reported to the Certified Unified Program Agency (CUPA) Division of the City of Oxnard in a Hazardous Materials Business Plan (HMBP). HMBP is submitted electronically via the California Environmental Reporting System (CERS).

- The proposed portable restroom on-site shall be pumped by a septic pumper truck that is permitted by this Division as required in California Health and Safety Code: Sections 117400-117450.

If you have any questions, please contact me at (805) 654-2830.

Ramesh Bassiri, R.E.H.S.
Technical Services Section
Environmental Health Division

800 South Victoria Avenue, Ventura, CA 93009-1730 (805) 654-2813 FAX (805) 654-2480
Internet Web Site Address: www.vcrma.org/envhealth

PUBLIC WORKS
VENTURA COUNTY

WATERSHED PROTECTION
WATERSHED PLANNING AND PERMITS DIVISION
800 South Victoria Avenue, Ventura, California 93009
Sergio Vargas, Deputy Director – (805) 650-4077

M E M O R A N D U M

DATE: July 9, 2020

TO: Anthony Ciuffetelli, RMA Planner
County of Ventura

FROM: Mark Bandurraga, Engineer IV, Hydrology Section

SUBJECT: RMA18-016 Outdoor Vehicle Storage Facility
APN(s): 2310092245 and 2310092105
Zone 2
Watershed Protection District Project Number: WC2018-0078

Pursuant to your request dated June 30, 2020 this office has reviewed the submitted materials and provides the following comment.

PROJECT LOCATION:

Southeast Corner of Hueneme Road and Perkins Road, Oxnard CA

PROJECT DESCRIPTION:

Watershed Protection has previously supplied comments on the proposed project during a Mitigated Negative Declaration comment period and the project is now advancing with a Notice of Preparation of an Environmental Impact Report. The project involves a request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, 6-foot-tall perimeter fence, site lighting, landscaping, drainage improvements, and grading for a gravel parking lot. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the guard house, portable restroom, perimeter lighting and gravel surface would be removed. The perimeter fencing, landscaping, and drainage improvements would remain on-site.

WATERSHED PROTECTION DISTRICT COMMENT:

The project would be located immediately northwest of Ormond Lagoon Waterway (Oxnard Industrial Drain), which is a Ventura County Watershed Protection District jurisdictional redline channel. Under the requirements of Ordinance WP-2 the project cannot impair, divert, impede, or alter the characteristics of the flow of water within any

jurisdictional red line channel. The Draft Environmental Impact Report should address mitigation of project specific and cumulative impacts due to the proposed increase in impervious area. The Project must not increase peak storm runoff in any frequency of storm events consistent with Watershed Protection policy and Ordinance WP-2 or shall meet the City standard for mitigation. Whichever standard is most restrictive shall apply. Technical analyses to meet Watershed Protection's requirements should consider the 100-year, 50-year, 25-year, and 10-year design storm frequencies.

If you have any questions, please feel free to contact me by email at Mark.Bandurraga@ventura.org or by phone at (805) 654-2015.

END OF TEXT

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Ventura County Agency Comments for Temporary Vehicle Storage Draft PEIR

1 message

Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org> Thu, Jul 23, 2020 at 9:26 AM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Hello Mr. Dobrowalski,

Attached to this e-mail are the following comments regarding the Draft PEIR:

-VC Environmental Health Division

-VC Watershed Protection District

Please feel free to contact me with any questions regarding this submission. Responses to these comments should be sent directly to the commenter with a copy to me.

Regards,

Anthony Ciuffetelli

Ventura County Planning Division

Planning Programs

(805)654-2443

2 attachments

RMA18-016-1_EHD.pdf
59K

RMA18-016-1_WPD.pdf
164K

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR notice of Preparation: Include full analysis of environmental and health impacts to South Oxnard

Adi Nair <billionair206@gmail.com> Wed, Jul 22, 2020 at 7:40 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard City Planning Commission,

My name is Adi Nair. I work near Oxnard and AM VERY concerned with the state of the environment in Oxnard with regards to human health. I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Having read through a fair amount of EIR's myself, I empathize with the amount of work you are being asked to do. However, I ask you to think of this as how you may invest in your environment to produce long-term socio-economic benefits (and even call upon universities for research to affirm my claim) before proceeding.

Sincerely,

Adi

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts of South Oxnard

1 message

paige ciufo <paigeciufoo@gmail.com> Wed, Jul 22, 2020 at 1:19 PM
To: "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Oxnard City Planning Commission,

My name is **Paige Ciufo**. I **live** in Oxnard and **a majority of my family members have asthma which can be triggered by air pollution. I would hate to have to open a case against the city of Oxnard, but if the proper environmental/health impact reports are not provided I will have no trouble looking into the legality of the situation with an attorney.** I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Paige Ciufo

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Temporary Parking NOP -- CDFW Extension

1 message

Barrera, Baron@Wildlife <Baron.Barrera@wildlife.ca.gov> Thu, Jul 23, 2020 at 10:24 AM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Hi Jay,

I am drafting a comment letter in response to the City of Oxnard's Port Hueneme – Temporary Parking NOP. However, I'd rather not rush it and would like a few more days to finish it up. May we have until July 30 to respond?

Note: Due to COVID-19, I will be working remotely, on an intermittant basis. If you need to speak to me via phone, please call my work cell No. (858) 354-4114.

Best,

Baron Barrera, M.S.

Environmental Scientist

California Department of Fish and Wildlife

South Coast Region

4665 Lampson Ave., Suite C

Los Alamitos, CA 90720

Office: (562) 431-8053

Cell: (858) 354-4114

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Notice of Preparation of a Draft Environmental Impact Report

1 message

Araseli Navarro <araseli.navarro539@myci.csuci.edu> Thu, Jul 23, 2020 at 11:31 AM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Jay Dobrowalski and Oxnard City Planning Department,

My name is Araseli Navarro. I work in Oxnard. I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Araseli Navarro

--

Araseli Navarro
California State University Channel Islands, 2021
Sociology Major
President of Generation Action
Resident Advisor | Housing & Residential Education
Pronouns: She, Her, Hers
T: 805-873-2770 | araseli.navarro539@myci.csuci.edu

Ventura County
Air Pollution
Control District

669 County Square Dr
Ventura, California 93003

tel 805/645-1400
fax 805/645-1444
www.vcapcd.org

Dr. Laki Tisopulos, P.E.
Air Pollution Control Officer

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Jay Dobrowalski, Senior Planner

DATE: July 23, 2020

FROM: Nicole Collazo, Air Quality Specialist

SUBJECT: Comment Letter on Notice of Preparation of DEIR for Somis Ranch Farmworker Housing Project PL19-0046

Air Pollution Control District (APCD) staff has reviewed the subject Notice of Preparation (NOP) of a draft environmental impact report (DEIR), which will identify any potential environmental impacts, for the construction and operation of the facility mentioned above. The Lead Agency for the project is the City of Oxnard.

GENERAL COMMENTS

Air Quality Section

1) The Ventura County Air Quality Assessment Guidelines (AQAG) should be used to evaluate all potential air quality impacts. The AQAG are also downloadable from our website here: http://www.vcapcd.org/environmental-review.htm. Specifically, the air quality assessment should attempt to quantify reactive organic compound (ROC) and nitrogen oxide (NOx) emissions from operational mobile, energy, and area sources using the air quality model CalEEMod Version 2016.3.2. Mobile emissions should include all vehicle trips per day, including shuttle van, on-site security, and waste hauling providers, and expected vehicle miles travelled (VMTs) in accordance with SB 743. Construction emissions should include specific equipment (type, amount, hours of operation per day) proposed for grading operations and soil import operations. Due to the short-term, temporary nature of construction emissions, they are not included in the determination threshold comparison. However, according to the AQAG, emission reduction measures are still recommended for the reduction of fugitive dust, PM, ROC and NOx from heavy-duty construction equipment if it exceeds the recommended air quality significance determination thresholds for ROG and NOx. We note that the AQAG has not been updated since 2003, serves as a guidance document, and greater reduction measures can be recommended for construction mitigation, including using newer, cleaner diesel Tier 3 or

Tier 4 off-road engines and/or using on-road construction vehicles of year 2010 model or greater. These reduction measures can serve as a standard condition of approval for discretionary permit with Lead Agency in the case there are many sensitive receptors in the vicinity and/or if construction is expected to occur over several months. The diesel particulate matter (DPM) emissions from diesel-powered construction and grading equipment is a considered a toxic air contaminant by the EPA and accounts for 70-80% of the overall cancer risk from mobile source emissions (CARB 2005 Land Use Handbook, MATES IV Study, respectively).

2) In addition to quantifying the project's ozone precursor emissions, the following criteria should also be analyzed in the DEIR for the project, using methodology contained in the AQAG.

- Conflict with or obstruct implementation of the applicable air quality management plan.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Greenhouse Gas Emissions Section

1) Neither the APCD nor the County has adopted a threshold of significance applicable to Greenhouse Gas (GHG) emissions from projects subject to the County's discretionary land use permitting authority. At the request of the Ventura County Air Pollution Control Board, APCD published a report on November 8, 2011 on current GHG thresholds and methodologies used throughout the state. The APCD concluded then that using South Coast AQMD's recommended thresholds would be consistent as a neighboring air district. This includes a bright-line numerical threshold of 10,000 MT CO2e/Yr for industrial projects (projects that have a stationary emission source and have a permit with APCD), or 3,000 MT CO2e/Yr for residential or commercial projects.

The following are recommended guidance documents that could be used to address the impacts of climate change and greenhouse gases in Ventura County as a result of the proposed project.

On November 2017, the California Air Resources Board published it latest Climate Change Scoping Plan. The Scoping Plan lays out a strategy for achieving California's 2030 Greenhouse Gas target (SB 32 and EO B-30-15) and builds on the state's successes to date, proposing to strengthen major programs that have been a hallmark of success, while further integrating efforts to reduce both GHGs and air pollution. California's climate efforts will 1) Lower GHG emissions on a trajectory to avoid the worst impacts of climate change; 2) Support a clean energy economy which provides more opportunities for all Californians; 3) Provide a more equitable future with good jobs and less pollution for all communities; 4) Improve the health of all Californians by reducing air and water pollution and making it

easier to bike and walk; and 5) Make California an even better place to live, work, and play by improving our natural and working lands. The 2017 Climate Change Scoping Plan can be accessed here https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

On December 2018, the Governor's Office of Planning and Research (OPR) published a Draft Technical Advisory. This document incorporates developments since the June 2008 Technical Advisory publication, including regulatory changes made to the regulations that implement CEQA (commonly known as the "CEQA Guidelines" in late 2018 by the California Natural Resources Agency (Agency). Although this document largely focuses on project-level analyses of greenhouse gas impacts, Section IV briefly addresses community-scale greenhouse gas reduction plans as one pathway to streamline CEQA analyses. This discussion draft is intended to address some common issues and topics that arise in greenhouse gas emissions analyses under CEQA but is not intended to address every single issue and topic. More information on the OPR's Technical Advisory can be found here http://opr.ca.gov/ceqa/technical-advisories.html.

GHG operational and construction emissions can also be quantified and assessed using the air quality model CalEEMod Version 2016.3.2 using the annual reports function to estimate GHG emissions in MT/Yr CO2e. Per SCAQMD's recommended guidelines, construction emissions should be amortized over 30 years or expected life of the project and added to total operational GHG emissions.

Thank you for the opportunity to comment on the project NOP. If you have any questions, you may reach me at nicole@vcapcd.org or 805-645-1426.

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Additional comment

1 message

Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org> Thu, Jul 23, 2020 at 2:25 PM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Hi Jay,

Here is an additional comment.

Best,

- ***Tony C.***

  (805)654-2443

RMA 18-016-1 APCD.pdf
160K

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Nidia Bello <nidia@causenow.org> Thu, Jul 23, 2020 at 7:14 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

I live in South Oxnard and I love my community. I go for runs to Port Hueneme Beach because the heavy industrialization does not allow me to go to Ormond Beach. As I ran I saw trucks and new cars driving along Hueneme Rd. As I saw more and more cars I started to smell a gas like smell and my head started hurting. I realized it was because of the trucks and cars. I have stopped running because it gets difficult for me to breathe and I don't have any respiratory illnesses.

Please perform a full scope analysis of the cumulative impacts to air quality from the proposed expansion.

Sincerely,

--

CAUSE
Central Coast Alliance United for a Sustainable Economy

Nidia Bello Onofre

Community Organizer

c: (805) 330-1481

w: http://www.causenow.org e: nidia@causenow.org

pronouns: she/ her/ella

--

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Angelina Leanos <angelina.leanos28@gmail.com> Thu, Jul 23, 2020 at 7:15 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

I am writing to you regarding the port expansion because I have personally experienced the effects of industrial projects on our community and air quality. I have several friends and family who have asthma and struggle to breathe as it is, but with the port expansion, I am highly concerned that the air quality in our community will only get worse. Given that there were multiple power plants located in our city alone, it is no surprise that our communities have higher air pollution than most others. In fact, the census tract where the 34 acre expansion project will be located is considered by the state of California to be more burdened by pollution than 98% of other census tracts in the state. With this statistic alone, it should be highly noted that members of the community may be more prone to developing asthma and those who have already developed asthma will be more susceptible to experiencing health problems.

As a community, we ask for a full scope analysis of the cumulative impacts to air quality from the proposed expansion.

Sincerely,

Angelina Leaños

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Mayra Munguia <mayramunguia123@gmail.com> Thu, Jul 23, 2020 at 7:15 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

As a community member of the City of Oxnard and as an active runner I tend to run down the bike path of moranda park all the way down to the beach.Although I enjoy my runs down there along with many other people who run down the same path, whenever I run down there I smell diesel emission of the petroleum from the vehicles. I know that just smelling the diesel emission from the vehicles is only a small issue of a greater problem. Pollution that the vehicles make impacts the health of others especially younger growing kids and elderly people. It is not fair that growing kids or anyone as a matter of fact to be affected by air pollution from vehicles. SInce it can greatly affect growing children we have to look at the issue that some parents of those children cannot afford health care to treat their children if they end up developing a respiratory illness. The problem is that air pollution can greatly impact the health of others and as a member of the community I do not think that it is fair that any new industrialization should be made with the risk of worsening the health of others.

We ask for an analysis of the health impacts from the pollution generated from the Port of Hueneme to our largely indegenous, latino, immigrant, and working class residents of South Oxnard.

From Mayra Munguia

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Brenda Tungui <brendatungui@yahoo.com> Thu, Jul 23, 2020 at 7:15 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Oxnard Planning Department and Jay Dobrowalski

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

We ask you for a baseline assessment of the different sources of pollution currently generated from the port such as from the boats, trucks, trains and cars. My hope is for the Port Hueneme beach to be preserved for future generations. I regularly visit the Port Hueneme Beach and the pollution will directly affect our natural resources. Also, the wetlands need to be protected. In this day and age of global warming and destruction of nature we need to stand up those wanting to expand the port and stand with animals and nature.

We have dozens of elementary schools in the area with children who are growing and most sensitive to air pollution as they are developing.With children being our future we need to protect our children from pollution.

Best,

Brenda Tungui

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Miguel Aguilar <miguelaugey@outlook.com> Thu, Jul 23, 2020 at 7:16 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

Ive grown up and struggled with athsma all my life, and continue to see brighter days. but for those to carry on, its imperitive that we address certain enviromental impacts this project will have.

We ask for an analysis of the health impacts from the pollution generated from the Port of Hueneme to our largely indegenous, latino, immigrant, and working class residents of South Oxnard.
Heavily burdened due to lack of access to health care
Heavily burdened by existing diesel emissions and pollution
We have dozens of elementary schools in the area with children who are growing and most sensitive to air pollution as they are developing.

Sincerly,

Miguel Aguilar

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Gaby Valencia <gvalencia4949@gmail.com> Thu, Jul 23, 2020 at 7:17 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com, nidia@causenow.org

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

I have been a resident of South Oxnard for 25 years and currently work as a school based counselor. In my line of work, I work with youth and families who call South Oxnard home, and have dreams and aspirations. Many of these families are working class families that are invaluable to our community. WIth so much they contribute to the culture and industries of Oxnard, they too deserve to live in a clean and healthy environment. As part of this community, I ask that you protect the families of South Oxnard.

We ask for an analysis of the health impacts from the pollution generated from the Port of Hueneme to our largely indigenous, latino, immigrant, and working class residents of South Oxnard.

- Heavily burdened due to lack of access to health care
- Heavily burdened by existing diesel emissions and pollution
- We have dozens of elementary schools in the area with children who are growing and most sensitive to air pollution as they are developing.

I ask that the City of Oxnard shows its concern for the residents of Oxnard not through words but through their actions.

Sincerely,

Gabriela Valencia

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Odette Moran <odette.moran.lopez@gmail.com> Thu, Jul 23, 2020 at 7:18 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I hope you and your loved ones are doing well amidst these ever changing and health detrimental times.

I am writing to urge the City of Oxnard to include a *full* analysis of the environmental and health impacts for *any* new industrialization in South Oxnard, as we are a community that is burdened by the most polluting projects in Ventura County.

South Oxnard has been 'home' to my family for generations. My siblings and I have lived here for most, if not all, of our lives. As a child, going to the beach was one of our biggest loves--we often wondered what the big boats and the smoke coming from the building afar were.

We never thought of their impacts on our health--and innocently continued to have fun. We didn't know that living where we live and that the smoke and boats were affecting our health and that of our community--a community that has been hurt and neglected for so long.

Now, we are scared and worried--our health and that of our community is deteriorating and directly connected to these industrialization projects..

Again, we ask for a full analysis on the health impacts of pollution generated from the Port of Hueneme, as it will determine the livelihood and health of those we love and this place we call home.

Thank you,

--
Odette Moran Lopez
University of California, Davis
B.A. Sociocultural Anthropology
Latin American Hemispheric Studies

Pronouns: They/Them

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Subject line: EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Carolina Apodaca <caroapodacamorales@gmail.com> Thu, Jul 23, 2020 at 7:19 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com, Nidia Bello <nidia@causenow.org>

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. I see the environmental racism that is fully alive today. I live on the North side of Oxnard,but my mother is a teacher at Larsen Elementary, which is on the south side. Many of these students that are part of the Port Hueneme School District walk from their homes to school and the same way back. Many of these students' parents also work 7 days a week as agricultural workers and are limited to resources. There is a difference when you step into the North side and the South side. In the North you see the Collection and The Esplanade and in the South it is known for its industrial district and the working class people. You see the difference when it comes to economic wealth as well. There are limited funds in the South side and with this port expansion it will affect the health of the community. We ask for an analysis of the health impacts from the pollution generated from the Port of Hueneme to our largely indegenous, latino, immigrant, and working class residents of South Oxnard. They are heavily burdened due to lack of access to health care , heavily burdened by existing diesel emissions and pollution, and we have dozens of elementary schools in the area with children who are growing and most sensitive to air pollution as they are developing.
Thank you, Carolina Apodaca-Morales

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Aime Cano <aimecano97@gmail.com> Thu, Jul 23, 2020 at 7:20 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a dull analysis of the environmental and health impacts for any new industrialization in South Oxnard. This community continues to be burdened by Ventura County's most polluting facilities and projects. I fear for the impact this will have on my own family. I have a father who suffers from preexisting health conditions and breathing complications. I worry about his health and the health of other people in our community who, like my dad, suffer from these complications. It concerns me that their health might be further at risk by the continued industrialization here in Oxnard.

It is your responsibility to ensure that a complete analysis is done to determine how this will affect our community health. On behalf of our community in Oxnard, we ask for an analysis of the health impacts from the pollution generated from the Port of Hueneme to our mostly indigenous, Latino, immigrant, and working-class residents of South Oxnard.

Sincerely,

Aime Cano-Ramirez

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice Preparation: Include a Full Analysis of Environmental and Health Impacts to South Oxnard

1 message

Jennifer Martinez <jennifermartinez040@gmail.com> Thu, Jul 23, 2020 at 8:02 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Jay Dobrowalski and Oxnard City Planning Department,

My name is Jennifer Martinez. I live in Oxnard and I have seen the consequences of air pollution and the affects it has on our community. We should not allow corporations to pollute our air even further than what is already is. I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Jennifer Martinez

Memorandum

County of Ventura • Resource Management Agency • Planning Division
800 S. Victoria Avenue, Ventura, CA 93009-1740 • (805) 654-2478 • ventura.org/rma/planning

DATE: July 22, 2020

TO: Anthony Ciuffetelli

FROM: Abigail Convery, Ventura County Planning Division

SUBJECT: City of Oxnard, Notice of Preparation (Draft Environmental Impact Report) for the Port Hueneme- Temporary Outdoor Vehicle Storage Facility (RMA 18-016_1)

I have reviewed the City of Oxnard's Notice of Preparation for the Port Hueneme Temporary Outdoor Vehicle Storage Facility. The subject property is located within the City of Oxnard; however, project impacts may indirectly affect biological resources located within the Ventura County unincorporated area.

A total of 25 special-status wildlife species are known or are highly likely to occur within one mile of the project site and within the unincorporated area of Ventura County. In addition, the project area is near Ormand Beach, one of the largest remaining wetland areas in Southern California.

While we do not expect the project to result in any direct impacts on sensitive species, the potential for indirect impacts associated with lighting has the potential to disrupt wildlife behavior, cause injury or death to migrating animals, and may lead to a decline of invertebrates, and disrupt development in amphibians (Longcore and Rich, 2017; Wilson et. al. 2018; Rodríguez et. al. 2017). In addition, artificial lighting is known to disrupt the migration of many aquatic wetland invertebrates that move up and down the water column during the course of a night and day – which can have detrimental effects on water quality (algae growth) and ecosystem health (Moore et al. 2000).

We commend the use of fully shielded solar perimeter lighting for this project and would like to recommend integration of the following additional measures to mitigate potential indirect outdoor lighting impacts on nearby sensitive species in the neighboring wetlands and coastal areas:

- The use of motion detectors for perimeter lighting that are set for 10 minutes or less;
- The use of photodetectors to activate the lights at lower levels of illumination or reduced power at dusk and dawn (civil twilight) so that biologically active periods of the night are avoided; and,

- The use of light fixtures that bear the “IDA-approved Dark Sky Friendly” Fixture Seal of Approval (FSA).

Thank you for the opportunity to comment on the Notice of Preparation. If you have questions regarding the information set forth in this memo, please contact Abigail Convery at 805-654-2489 or via email at Abigail.Convery@ventura.org.

BIBLIOGRAPHY

Longcore, T., and C. Rich. 2017. Artificial Night Lighting and Protected Lands: Ecological Effects and Management Approaches (Revised August 2017). Natural Resource Report NPS/NRSS/NSNS/NRR—2017/1493. National Park Service, Fort Collins, Colorado.

Moore, M. V., S. M. Pierce, H. M. Walsh, S. K. Kvalvik, and J. D. Lim. 2000. Urban light pollution alters the diel vertical migration of Daphnia. Verhandlungen der Internationalen Vereinigung fur Theoretische und Angewandte Limnologie 27:779–782.

Rodríguez, A., Holmes, N.D., Ryan, P.G., Wilson, K.-J., Faulquier, L., Murillo, Y., Raine, A.F., Penniman, J.F., Neves, V., Rodríguez, B., Negro, J.J., Chiaradia, A., Dann, P., Anderson, T., Metzger, B., Shirai, M., Deppe, L., Wheeler, J., Hodum, P., Gouveia, C., Carmo, V., Carreira, G.P., Delgado-Alburqueque, L., Guerra-Correa, C., Couzi, F.-X., Travers, M. and Corre, M.L. (2017), Seabird mortality induced by land-based artificial lights. Conservation Biology, 31: 986-1001. doi:10.1111/cobi.12900

Wilson, J.F., Baker, D., Cheney, J., Cook, M., Ellis, M., Freestone, R., Gardner, D., Geen, G., Hemming, R., Hodgers, D. and Howarth, S., 2018. A role for artificial night-time lighting in long-term changes in populations of 100 widespread macro-moths in UK and Ireland: a citizen-science study. Journal of Insect Conservation 22(2):189-196

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Additional comment

1 message

Ciuffetelli, Anthony <Anthony.Ciuffetelli@ventura.org> Fri, Jul 24, 2020 at 7:38 AM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>

Hi Jay,

Another one has come in.

Best,

- ***Tony C.***

  (805)654-2443

RMA 18-016_1 Bio Response.pdf
145K

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Parking Lot

1 message

Ralph Mongelli <rmongelli1@aol.com> Fri, Jul 24, 2020 at 8:50 AM
To: jay.dobrowalski@oxnard.org

Dear Sir;
I writing in opposition, concerning that proposal for a parking. lot by Hueneme and perkins Rood
Why consider using the Seabee base. To store cars that it will be more secure A parking lot in that area will attract vandal.
Best Regards

Ralph Mongelli.
Sent from my iPhone Ralph

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Notice of Preparation of a Draft Environmental Impact Report

1 message

Simon Walter <simonlcwalter@sbcglobal.net> Fri, Jul 24, 2020 at 10:29 AM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Jay Dobrowalski and Oxnard City Planning Department,

I'm writing to urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Simon Walter

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Temporary Vehicle Storage Comment

1 message

Friends of Ormond Beach Oxnard, CA <saveormondbeach2019@gmail.com> Fri, Jul 24, 2020 at 11:18 AM
To: jay.dobrowalski@oxnard.org
Cc: Joan Tharp <tharpjmarie@gmail.com>, David Scrivner <dgs@roadrunner.com>, David Scrivner <dscrivner@roadrunner.com>

Hello Mr. Dobrowalski:

Today, just a day after Congress approved the historic Federal Land and Water Conservation Fund, which the President said he will sign, Friends of Ormond Beach would like to render its formal comment regarding the temporary vehicle storage proposed for the lot on the corner of Hueneme Road and Perkins Road, adjacent to the Ormond Beach wetlands.

We oppose this plan for the following reasons:

1) Environmental Justice:
South Oxnard has been identified as one of the most impoverished areas in Ventura County. Many legal and illegal immigrant farm workers reside in the area. Many do not speak English. Many do not understand city politics. Many are not educated. Many fear speaking out against any injustice for fear of losing their immigration status. These conditions make it easy for industry to set up in South Oxnard without much of a fight. As such, South Oxnard historically has been burdened with the heavy industry--the Halaco site, the power plant, the dilapidated water treatment facility, and the Indy Paper mill (which continues to emit suspicious foul odors at various times), and a railroad are all located in South Oxnard. The Halaco Superfund site continues to be a blemish in the area and its slag pile is now where dozens of homeless currently live. South Oxnard is also where a colony of homeless people live--next to the Halaco slag pile. Drone footage shows that this colony has compromised the site by digging into it, thereby releasing whatever pollutants were contained within it to the surrounding areas of Ormond Beach. Such a "temporary vehicle storage" project would be fought tooth and nail by the residents of North Oxnard. Additionally, South Oxnard is home to the indigenous Mixtec people--they should have a voice in what happens to the land and water in this area.

2) This plan conflicts with the vision of the Ormond Beach Restoration and Access Plan (OBRAP).
The city of Oxnard, The Nature Conservancy, and the State Coastal Conservancy are 3 partners who have planned for the realization of the Ormond Beach Restoration and Access Plan (OBRAP). Thousands of dollars have been poured into this plan. Consultants, local elected officials, environmentalists, and scientists have put hours into helping to conceive of that OBRAP. The OBRAP has been in the works for decades and the OBRAP designates Perkins Road as an access point for the wetlands. Adding nearly 4,000 cars to this area conflicts with the goals of the OBRAP (yet the city wants to approve of both). While the EIR of this temporary vehicle storage claims that this project poses little impact to the environment, it still is a car parking lot. LEt's be real--the EIR is attempting to put lipstick on a pig. Visually, the optics of a parking lot next to a wetlands look bad. The lighting is unnatural and will impact wildlife and the residents living across the street from the parking lot. Moreover, the 6 foot fences remove the view of the stunning Ventura coastline. Finally, with rain, any oil/sealant/wax residue from the cars parked in the lot will seep into the gravel and into the dirt underneath. That is pollution that would not exist if the parking lot were not there. Winds will also carry any loose plastic to the surrounding area. So long as there are cars obstructing this area of turf, the 3 partners for the OBRAP will be unable to use these 34 acres. Our understanding was that this area was going to be implemented into the OBRAP.

3) Terms of the Lease:
Last year, when the report was released, it was stated that after the 5 year lease was up, the Port would have the option to renew the lease after 5 years. To begin, there is nothing "temporary" about a 5 year lease. With another 5 year renewal, 10 years is far from "temporary." Christina Zubko did email Mr. Dobrowalski yesterday asking for clarification on the terms of the lease and if the lease were renewable. However, no response has been rendered as of yet.

Please stop blighting South Oxnard. It seems as if the city of Oxnard takes one step forward in cleaning up the area environmentally, then takes two steps back by entertaining plans such as this one. The Ventura coastline is precious and it belongs to all of us--to the rich and to the poor--to the natives and to the non-native guests, and to the wildlife. Even the federal government has finally realized that it is time to start protecting our land and water. Will the city of Oxnard follow suit or continue its pattern of polluting both land and water--just to make a few bucks? The coastline is the soul of Oxnard, yet the city continues to put it up for sale.

Friends of Ormond Beach unequivocally oppose this "temporary" vehicle storage. It is a slap in the face to those who are working to heal Ormond Beach from decades of abuse. Enough is enough.

Respectfully,
Friends of Ormond Beach

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a Full Analysis of Environmental and Health Impacts to South Oxnard

1 message

Kimberly Garcia <kim.garcia.0723@gmail.com> Fri, Jul 24, 2020 at 2:30 PM
To: jay.dobrowalski@oxnard.org
Cc: bryan.macdonald@oxnard.org, carmen.ramirez@oxnard.org, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Dear Oxnard Planning Department and Jay Dobrowalski,
I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization projects in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. As someone with respiratory issues caused by air pollution like my loved ones, I don't want my community to be subjected to even more air pollution and be affected by the same issues as my family is. We are already vulnerable to seasonal fires that worsen the city's air quality, we don't need the city itself to do the same. Oxnard powers the county, but it's the people who power Oxnard, and it's time that we are put first before corporate and capitalistic gains.

Specifically, the EIR must include:

- A baseline assessment of the different sources of air pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full-scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community and at schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline.

There needs to be a full environmental review of present and future expansion projects for the Port of Hueneme. While this project is meant to be temporary, there are also long term expansion plans being considered by the Port. We need a complete analysis of the current air pollution generated by the Port, how much the proposed expansion projects increase pollution in South Oxnard, and the health impacts from the Port's pollution on residents and workers.

Sincerely, Kimberly Garcia

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

soledad camacho <soledad.x.camacho@gmail.com> Fri, Jul 24, 2020 at 2:44 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, vianeyforoxnard@gmail.com, gabriela.basua@oxnard.org

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health consequences of any new industrialization in South Oxnard. A community where most of its residents already suffer from respiratory problems, continuously breathe in pesticides and other pollutants from the nearby power plant and are annually affected by nearby wildfires. Asthma is very common in our community, I have many family members, friends, and teachers that suffer from it. For their safety and many other residents, I would love to have clean air, beaches, and open spaces in South Oxnard. Our beaches don't feel like beaches: loud trucks pass by, different smells coming from both the port and power plant, and it just brings a dull vibe to our lively community. My community continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of the pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis of the impact on access to recreational activities and the City of Oxnard's vision of the deindustrializing the coastline

Sincerely,
Soledad Camacho

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Antonio Villanueva <avillanueva9@oxnardunion.org> Fri, Jul 24, 2020 at 2:46 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, Perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Our community has suffered from air pollution for many years. As a person who has asthma, I fear that I will encounter respiratory problems in the future if we continue to pollute the air. Not just only me but as well as the residents who live in South Oxnard. Everyday I see dozens of diesel trucks pass by down Hueneme Rd, aswell lots of smoke coming out of the factories near the Port Hueneme beach. Why make the air worse, instead the City of Oxnard should be proposing ways to decrease air pollution. The EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the port
- An environmental review of all proposed port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts in the air quality from proposed expansion
- An analysis of the health impacts from the pollution generated from the port of Hueneme to sensitive receptors in the community and at schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline

We need a complete analysis of the current air pollution generated by the Port, how much the proposed expansion projects increase pollution in South Oxnard, and the health impacts from the Port's pollution on residents and workers.

Sincerely,
Antonio Villanueva

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

2 messages

Estrella Torres <startorres68@gmail.com> Fri, Jul 24, 2020 at 2:40 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.org, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Estrella:
Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard because as we know our city is already very polluted which leaves many who live here with high risk to their health. This Port expansion must be stopped. I know families like my own who often like to go out to the beaches to get some fresh air. I personally go on runs daily with my mom and cousin to the beach. As a family who often goes to the beach for exercise and overall health, this port expansion will definitely affect us and others from our area. The increasing bad pollution will also worsen people's health. An example would be my cousin who already struggles with asthma as well as so many more who live in South Oxnard. We ask for the EIR for a full environmental review of present and future expansion projects for Port Hueneme and a complete analysis of the current air pollution generated by the port. It is also crucial that we have an analysis of the health impacts of pollution generated from the Port of Hueneme to sensitive receptors in the community like schools. As well as:

- A baseline assessment of the different sources of air pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full-scope analysis of the cumulative impacts to air quality from the proposed expansion
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline.

Our community continues to be extremely burdened by Ventura County's most polluting facilities and projects and it is important to this full study of all environmental and health impacts from this expansion before considering following through with it.

Sincerely,
Estrella Torres

Estrella Torres <startorres68@gmail.com> Fri, Jul 24, 2020 at 2:47 PM
To: jay.dobrowalski@oxnard.org
Cc: jay.dobrowalski@oxnard.org, tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com, perellobert@gmail.com

[Quoted text hidden]

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to south Oxnard

1 message

Cristel Gonzalez <cristelgonzalez85@icloud.com> Fri, Jul 24, 2020 at 2:51 PM
To: Jay.dobrowalski@oxnard.org
Cc: Tim.flynn@oxnard.org, Carmen.Ramirez@oxnard.org, perellobert@oxnard.org, Oscar.madrigal@oxnard.org, Bryan.macdonald@oxnard.org, Gabriel.basua@oxnard.org, Vianeyforoxnard@oxnard.org

Dear Oxnard planning department and joy dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health consequences of any new industrialization in South Oxnard, We keep suffering and it affects us from the pollution and contamination and breathing this non clean air hurts our lungs and coming from a daughter with a father that has asthma it hurts seeing that we can't at least go outside without him having to use his inhaler. All we ask for is to decrease air pollution contamination. The EIR must include

- A baseline assessment of the different sources of pollution currently generated from the port
- An environmental review of all proposed port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts in the air quality from proposed expansion
- An analysis of the health impacts from the pollution generated from the port of Hueneme to sensitive receptors in the community and at schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline

Sincerely,
Cristel Gonzalez

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

El R Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Yesenia Ponce <yesenia4ponce@gmail.com> Fri, Jul 24, 2020 at 2:54 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

My name is Yesenia Ponce. I'm a youth leader from CAUSE in the city of Oxnard. I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization projects in South Oxnard. Our community already is in the 80th percentile of diesel emissions and suffers tremendously from pollution. If the port expands there will be more diesel trucks passing by our communities and schools which will risk the health of so many kids, adults, elderlies, and those who suffer from respiratory illnesses. This is very important to me because my little brother was born with asthma and he had to take many medications in order to decrease it but if the pollution in our community increases thousands of our community members could be affected by this or later throughout the years suffer from the effect of the pollution. All we ask for is to decrease air pollution contamination. The EIR must include:

- A baseline assessment of the different sources of air pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full-scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community and at schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline.

Many of the residents in South Oxnard are people of color who do not have access to health care or can't afford to pay for their medications. We ask for you to protect the health of our community. There needs to be a full environmental review of present and future expansion projects for the Port of Hueneme.

Sincerely,
Yesenia Ponce

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation:Include a full analysis of environmental and health impacts to South Oxnard.

1 message

Arturo Villanueva <villanueva12266@icloud.com> Fri, Jul 24, 2020 at 2:57 PM
To: jay.dobrowalski@oxnard.org
Cc: carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, vianeyforoxnard@gmail.com, tim.flynn@oxnard.org

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. As part of my community, I would want to live in a green and safe environment. On some occasions that I've been at the beach I have heard loud noises and seen a fire with big dark clouds coming from the factories. I and other residents go to the beach and can breathe the smoke and the odor that comes from factories. Not to mention this can cause respiratory problems and lung cancer. What we want is to decrease air pollution. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the port.
- And environmental review of all proposed port expansion and infrastructure projects.
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion.
- An analysis of the health impacts from the pollution generated from the port of Hueneme to sensitive receptors in the community such as schools.
- An assessment of the cultural resources and impacts to ormond water quality and Wildlife.
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coast line.

There needs to be a full environmental review of present and future expansion projects for the Port of Hueneme. While this project is meant to be temporary, there are also long term expansion plans being considered by the Port. We need a complete analysis of the current air pollution generated by the Port, how much the proposed expansion projects increase pollution in South Oxnard, and the health impacts from the Port's pollution on residents and workers.

Sincerely,
Arturo Villanueva

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

El R Notice of Preparation: Include a Full Analysis of Environmental and Health Impacts to South Oxnard

1 message

Yesenia Gonzalez <yeseniagonzalez85@icloud.com> Fri, Jul 24, 2020 at 3:11 PM
To: jay.dobrowalski@oxnard.org
Cc: carmen.ramirez@oxnard.org, tim.flynn@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.mcdonald@oxnard.org, gabriella.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard planning commission & Jay Dabrowalski,

I urge the city of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization projects in South Oxnard, a community that already has the worst contamination in the city. South Oxnard already has diesel emissions, pesticides and many other conatimanitions to worry about. We don't want to add even more contamination onto that. My father has asthma and my sister almost got asthma when she was little. I am at high risk of getting asthma because of my family. My environment is supposed to keep me safe and not increase my risk of getting asthma. It’s not just me who is in danger, think about the others who are at risk. Think about the children, the parents, the grandparents many of us can’t afford to pay for the medicine. The cost of the medical bills and medicine is one thing to worry about but now put on the weight of your child's health. Yes, Oxnard helps feed this nation. We grow the crops, pick the crops and we also have the port who brings in all these goods but at what cost. You’re putting our health at risk just to bring in more shipment. Help us by asking for an analysis of the impacts it will have on our city.

Specifically the Er must include:

- A baseline assessment of the different sources of air pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full-scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community and at schools
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline.

Our community is already struggling enough all we ask is for you to care and protect your community.

-Sincerely Yesenia Gonzalez

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Ilse Cruz <ilsecruz@mail.com> Fri, Jul 24, 2020 at 3:21 PM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>
Cc: "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>, "perellobert@gmail.com" <perellobert@gmail.com>

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a dull analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects.

During this pandemic, it is hard enough to breathe wearing a mask but I understand the necessity of it to be able to protect the health of our community members. Unfortunately, we did not expect or prepare for this pandemic to happen at the beginning of the year, but right now we can expect to see an increase of air pollution with the Port's new project. I live in Port Hueneme and go on walks near the beach, but year after year it has become more difficult to enjoy the fresh air due to the increase in air pollution. I ask you to do a baseline assessment of the different sources of pollution currently generated from the Port such as from boats, trucks, trains, and cars. I ask you to also help our community members stay healthy by conducting an environmental review of all proposed Port expansion and infrastructure projects including the Port's short term 34-acre project and their long term 250-acre project. Now more than ever we understand how valuable our health is and how important it is to keep our environment as clean as possible.

Thank you for your time.

Sincerely,

Ilse Cruz

7/24/2020

Dear Jay Dobrowalski and Oxnard Planning Department,

We are a broad coalition of diverse community, labor, and environmental organizations who are working to uplift a healthy South Oxnard and a responsible port. Community members have long worked towards a vision to deindustrialize the Oxnard coast and open up access from South Oxnard neighborhoods to Ormond Beach, where the environmental restoration of hundreds of acres of wetlands is taking place. The proposed expansion plans for the Port of Hueneme conflicts with the community vision for a healthy South Oxnard. We will not accept any more pollution in Oxnard and instead call for an alternative vision: Full transparency on planned projects for future port development in our community, a healthy environment with a commitment to a zero emission, clean air future from the Port and no more industrialization between South Oxnard neighborhoods and our beach. South Oxnard has been historically burdened by Ventura County's most polluting facilities and projects and deserves a full analysis of the environmental and health impacts for any proposed industrialization of the area. Specifically, the EIR must include:

- **Environmental Review of ALL Port expansion and infrastructure projects**
    - While the applicant asserts that this storage infrastructure will not directly result in an increase in emissions, this is a mathematical illusion due to the fact that the Port has already increased their volume of imported vehicles prior to building the necessary infrastructure to sustain that volume. In recent years, the Port has chosen to operate well beyond its storage capacity, by trucking imports to various makeshift storage lots in locations throughout the Oxnard Plain. This increase in high-emissions diesel trucking has already negatively impacted local air quality, as the expansion of Port operations irresponsibly preceded the creation of the infrastructure necessary to sustain that growth. Although the applicant claims that the act of building a vehicle storage yard itself does not technically cause more emissions, this project's sole purpose is to provide infrastructure which will permanently institutionalize the current unsustainable expansion of port shipments.
    - While this project is meant to be a temporary storage facility for a maximum of 5 years, there are intended plans to significantly expand its capacity through a much larger 250 acre permanent facility farther down the trucking route and rail line, as well as plans to deepen the harbor to allow larger cargo ships into the Port and doubling the vehicle storage capacity

within the Port. There needs to be a cumulative impact report that reviews the combined effects of the proposed project as well as projects being considered in the foreseeable future.

- **Full Scope analysis of the cumulative impacts to air quality including a baseline assessment of the different sources of pollution currently generated by the Port**
    - The operation of this facility makes possible greater volumes of imports and thus higher levels of air pollution in Oxnard than if it were not built. This ongoing expansion results in more pollutants from oceangoing vessels entering the Port of Hueneme, operations within the port fenceline, imported vehicles being shuttled back and forth to storage facilities in South Oxnard, and diesel trucks picking them up and hauling them to their final destination. A review of this project should include modeling of the full scope of all of these impacts.
    - The direct and indirect emissions resulting from this project do not occur in isolation. They are part of a heavy cumulative impact of a wide variety of pollution impacts from industrial and agricultural land uses in Oxnard, creating a toxic mix of chemicals in the air inhaled by local residents, contributing to a community with some of the highest levels of asthma hospitalization rates in California.
- **Analysis of health impacts to sensitive receptors**
    - The project would impact a large concentration of sensitive receptors with several thousand young children who are disproportionately exposed to air pollution. Imports would be transported from the Port to the storage site along a path within a few blocks of Sunkist Elementary School, Parkview Elementary School, Bard Elementary School, Hueneme Elementary School, Haycox Elementary School, Southwinds Park, Bubbling Springs Park, Clinicas Del Camino Real's Maravilla Health Clinic, and Child Development Resources' Hueneme Head Start Preschool.
    - The census tract in which this project would be located is already in the 98th percentile of pollution burden in the state of California according to the Cal EnviroScreen mapping tool produced by the state's Office of Environmental Health Hazard Assessment (OEHHA). This means this project would join an industrial cluster that is more negatively impacted by pollution than 98% of other census tracts in the entire state.
    - Neighborhoods in South Oxnard near the Port are also in the 87th percentile of diesel particulate emissions in California, with levels triple that in other parts of Oxnard. The OEHHA evaluated that long-term exposure to diesel exhaust particulates poses the highest cancer risk of any toxic air contaminants. The state estimates that 70% of the cancer risk linked to air pollution for the average person in California results from breathing diesel exhaust.
- **Analysis of the recreational impacts to the city's vision of deindustrializing the coastline**
    - The State Coastal Conservancy, the Nature Conservancy and the city of Oxnard have been working to restore the Ormond Beach wetlands and coastal access to the public. The vision is threatened by the expansion of more industrial development as well as the expansion of a heavy duty freight corridor directly between residential neighborhoods and the restoration.
    - The project will put the safety of families at risk and decrease access to Ormond Beach by forcing residents to navigate increased vehicle transport, noise and pollution on this already busy freight corridor. The S. Oxnard includes a high concentration of Oxnard's most vulnerable city residents that are immigrant, low-wage workers (including many farmworkers), and indigenous Mixteco people, for whom access to healthy natural resources and safe and accessible recreation areas are limited.
- **An assessment of the cultural resources and impacts to Ormond water quality and wildlife.**

    - The City of Oxnard failed to properly consult local Chumash tribes and nations when preparing the Mitigated Negative Declaration for the project and utterly failed in its analysis of impacts to cultural resources.
    - The City must consult with Chumash tribes to understand the impact the project will have on cultural resources.
    - The City must also include adequate cultural resources detection methodology in the project's EIR and adequate mitigation measures if cultural resources are detected
    - The City failed in its analysis of the project's impacts to water quality and sensitive wildlife. The EIR must include an analysis of harms to waterways of the Ormond Beach Wetlands and mitigation for these harmful impacts including an analysis of harms to threatened and endangered wildlife that depend on Ormond Lagoon, Ormond Lagoon Waterway, and tsumash Creek including the tidewater goby and California Least Tern. The EIR must also include mitigation for its harms to sensitive and endangered wildlife habitat.
- **An analysis of the economic impact and job creation**
    - A transparent analysis of the number and quality of jobs directly assigned to the proposed project including the wages and benefits for these jobs, if these are part-time or full-time jobs, if these are contract, union or non-union jobs and if these jobs are permanent or temporary.

Conducting this EIR is an important process that allows the community to understand the impact of the pollution that the Port generates has on South Oxnard's health and well being. It also serves as an opportunity for the community to participate in shaping what their community looks like and their vision for a healthy South Oxnard. We look forward to continuing to work with the community and the City of Oxnard to reduce pollution and achieve a healthy South Oxnard.

With appreciation,

Central Coast Alliance United for a Sustainable Economy (CAUSE)

Mixteco Indigena Organizing Project (MICOP)

Future Leaders of America (FLA)

SEIU 2015

Saviors 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

Sierra Club Los Padres Chapter

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Joint Comments for Notice of Preparation of a Draft Environmental Impact Report

1 message

Lucia Marquez <lucia@causenow.org> Fri, Jul 24, 2020 at 3:25 PM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, "Basua, Gabriela" <gabriela.basua@oxnard.org>, Vianey Lopez <vianeyforoxnard@gmail.com>, Jonathan Ullman <jonathan.ullman@sierraclub.org>, Vanessa Teran <vanessa.teran@mixteco.org>, Larry and Shirley Godwin <godwinc@earthlink.net>, Graciela Cabello <graciela@lpfw.org>, Daniel Gonzalez <daniel@futureleadersnow.org>, Tomás Rebecchi <trebecchi@fwwatch.org>, Aracely Preciado <aracelyp@seiu2015.org>, Sergio Donis <SergioD@seiu2015.org>, Lucky Lynch <luckyk.lynch@gmail.com>, Sara Omanovic <mochisnovi@gmail.com>, Jonathan Horton <jonathanhorton@gmail.com>, Tevin Schmitt <tevin.wishtoyo@gmail.com>, merrill berge <merrillberge@gmail.com>

Dear Jay Dobrowalski and Oxnard City Planning,

Attached you will find the joint comments from CAUSE, MICOP, FLA, SEIU 2015, Saviors Road Design Team, Food and Water Action, Wishtoyo Chumash Foundation, SURJ, CFROG, NRDC, Los Padres Forest Watch and Sierra Club Los Padres Chapter regarding the Notice of Preparation of the draft EIR for the temporary vehicle storage facility.

Thank you for considering our recommendations,
Lucia Marquez

CAUSE
Central Coast Alliance United for a Sustainable Economy

Lucia Marquez
Policy Advocate
CAUSE (Central Coast Alliance United for a Sustainable Economy)
2021 Sperry Ave. #9, Ventura, CA 93003
Cell: (805) 616-3040
W: www.causenow.org
Pronouns: she/her/ella

Joint comments on EIR NOP -3.pdf
1161K

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

El R Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Colin Benedict <colinbenedict4@gmail.com> Fri, Jul 24, 2020 at 3:40 PM
To: "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>, "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>

Good afternoon City Council members of Oxnard, California,
I would like for the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, as it is already burdened by Ventura County's polluting facilities and projects.
Please consider the following:
- Locate the different sources of pollution generated from the port.
- Create am environmental review of all Port expansion and infrastructure projects.
- Analyze the impacts of the air quality from said expansion.
- Check cultural resources and impacts to Ormond wild life and water quality.

Sincerely, Colin Gallardo

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation of a Draft Environmental Impact Report

1 message

Juana Solano <JuanaSolano@outlook.com> Fri, Jul 24, 2020 at 4:08 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "vianeyforoxnard@gmail.com" <vianeyforoxnard@gmail.com>, "gabriela.basua@oxnard.org" <gabriela.basua@oxnard.org>, "bryan.macdonald@oxnard.org" <bryan.macdonald@oxnard.org>, "oscar.madrigal@oxnard.org" <oscar.madrigal@oxnard.org>, "perellobert@gmail.com" <perellobert@gmail.com>, "carmen.ramirez@oxnard.org" <carmen.ramirez@oxnard.org>, "tim.flynn@oxnard.org" <tim.flynn@oxnard.org>

Dear Jay Dobrowalski and Oxnard City Planning Department,

My name is Juana. I am a resident of Oxnard who urges the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Juana Solano

Sent from Mail for Windows 10

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Notice of Preparation of a Draft Environmental Impact Report

1 message

Beatriz Basurto <beatriz@futureleadersnow.org> Fri, Jul 24, 2020 at 4:09 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski and Oxnard City Planning Department,

My name is Beatriz Basurto. I live and work in Oxnard. I am a recent resident of this beautiful city and have met so many families (through the type of aid I provide to the families in Oxnard) that have been impacted by the state of the pollution that the Port extracts into the city. I am an indigenous speaking translator and many families have told me their stories of their children being diagnosed with asthma. I find it hard to believe that the Port does not play a part in the diagnosis since many of them live in neighborhoods where trucks transport vehicles as well as where trains run nearby schools to transport these vehicles as well. These families deserve to have this council to stand on their behalf and take in account their health when deciding how this project, proposed by the Port (that is only considering jobs and economic gain and not the health of the local residents and the health of the environment) continues. I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Beatriz Basurto
805 UndocuFund Associate
805 UndocuFund| Future Leaders Of America
1500 Camino Del Sol Suite 20, Oxnard CA 93031
Email/Correo Electronico: beatriz@futureleadersnow.org
Office/Oficina: (805) 673-2068
https://805undocufund.org

Future Leaders of America

CAUSE
Central Coast Alliance United for a Sustainable Economy

MIXTECO INDIGENA COMMUNITY ORGANIZING PROJECT
MIXTECO.ORG

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Comment: Draft EIR on Port Hueneme outdoor vehicle storage facility.

2 messages

Irene <ireneraus@hotmail.com> Thu, Jul 23, 2020 at 3:00 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>
Cc: "Ascencion, Michelle" <michelle.ascencion@oxnard.org>

City of Oxnard, Planning Division
Attn: Jay Dobrowalski, Senior Planner
214 South C Street
Oxnard, CA 93030

OPPOSE: Port Hueneme - Temporary Outdoor Vehicle Storage Facility, 5k cars for 5 years at the corner of Hueneme and Perkins property located adjacent to the Advance Water Purification Facility (AWPF).

A vehicle storage facility is not compatible with the AWPF structure and the surrounding wetland landscape, nor with the adjacent residential neighborhood and shopping center. For decades, the "Port has established its presence as an important auto port along the West Coast of the United States. Eight years later in FY 1999/2000 the port not only recorded its first 200,000-auto year but simultaneously celebrated its second million cars." What is not mentioned here is the environmental impact of air pollution burdened onto the local residents. At minimum, the Port needs to recognize the inequity of placing a 5k vehicle storage facility virtually in this community's backyard and shopping area. The Port has options for vehicle storage in the local industrial areas.

The state of the art Advanced Water Purification Facility water conservation mission is compatible with the Nature Conservancy and the State Coastal Commission's Ormond Beach Restoration and Public Access Project; and is opportunity for the AWPF and community growth through education. Noteworthy, this location appears to be the last remaining vacant parcel with the ocean in the horizon to explore and serve as a landmark.

Overall, the Port's proposal is a threat to the above goals and may contribute to the Ormond Lagoon Waterway impacts: "Agricultural and Urban Runoff Water and sediment quality in tšumaš Creek, OLW, and TNC agricultural field drainage ditch may be impaired by pollutants from agricultural and urban runoff. The lagoon receives drainage from tšumaš Creek, OLW, and Hueneme Drain, as well as groundwater input and wave overtopping of the beach, all of which may contribute to the degraded water quality within the lagoon. Water quality monitoring between 1980 and 2002 showed periods of elevated levels (above typical levels found in natural systems) of ammonia, metals, anions, total dissolved solids (TDS), and enterococcus (Ent) (CH2M Hill 2012). " Cite: 2019 Ormond Beach Restoration and Public Access Project, Preliminary Restoration Plan.

Therefore, an outdoor 5k car parking lot at the "Gateway" to Ormond Beach sends the wrong message to the Conservancies whose mission is to "Create a Healthier, More Sustainable Future For Our Earth," TNC.

Irene Rauschenberger
Oxnard Native Resident
Los Padres Sierra Club

Sent from Windows Mail

Irene <ireneraus@hotmail.com> Fri, Jul 24, 2020 at 4:54 PM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

PS: Jay Dobrowalsk, https://scc.ca.gov/climate-change/climate-ready-program/Climate Ready Program

Further more, recommend the City of Oxnard, make climate change a priority!

“The Coastal Conservancy’s Climate Ready Program is helping natural resources and human communities along California’s coast and San Francisco Bay adapt to the impacts of climate change. The Conservancy is also working to capture greenhouse gases from the atmosphere through the conservation of natural and working lands. The Conservancy seeks to support multi-benefit projects that use natural systems to assist communities in adapting to the impacts of climate change.”

Best for Oxnard,
Irene Rauschenberger

Sent from Windows Mail

[Quoted text hidden]

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

NBVC Comments [Proposed Discretionary Development - Temporary Outdoor Vehicle Storage Facility]

1 message

Lousen, Kendall P CIV USN NAVB VCTY PT MUGU CA (USA) <kendall.p.lousen@navy.mil> Fri, Jul 24, 2020 at 4:56 PM
To: "Dobrowalski, Jay" <jay.dobrowalski@oxnard.org>
Cc: "Olsen, Andrew William CDR USN NAVB VCTY PT MUGU CA (USA)" <andrew.w.olsen@navy.mil>, "Jacobsen, Kimberly M CIV USN NAVFAC SW SAN CA (USA)" <kimberly.m.jacobsen@navy.mil>, "Lousen, Kendall P CIV USN NAVB VCTY PT MUGU CA (USA)" <kendall.p.lousen@navy.mil>

Mr. Dobrowalski,

Thank you for the opportunity to review the subject proposed discretionary project, Port Hueneme – Temporary Outdoor Vehicle Storage Facility in City of Oxnard, CA.

After review of the Notice of Availability (NOA) for the pending discretionary development project application, we have determined that the existing IS/MND completed for the project is insufficient and will impact military operations at Naval Base Ventura County (NBVC). The proposed project is within the NBVC Military Influence Area, and traverses the 60 dB Community Noise Equivalent Level (CNEL) Noise Contour and Accident Potential Zones (APZs) documented in the Prospective Scenario of NBVC Point Mugu's Air Installation Compatible Use Zones (AICUZ) Study.

It should also be noted that the proposed project development features (lighting, proposed improvements, and commercial vehicle operations) will impact existing aviation operations at NBVC. The Project location being on Hueneme Road will impact NBVC mobilization corridors and the hours of operation and estimated vehicle miles travelled for the Proposed development project will impact NBVC's mobility transportation corridors (i.e. impede with military training, ordinance delivery/testing simulation operations, inflict circulation problems for fleet forces, etc.). The proposed project location is also located within the Approach and Departure Clearance Surfaces for NBVC Point Mugu Runway 09/27, is within Class D airspace, and is located beneath / near several NBVC PM Flight Tracks. Aircraft on approach to RWY 09/27 may regularly overfly the project location at approximately 3,000 feet above ground level (AGL). Incumbents working on-site for this proposed project may see and hear aircraft operating at NBVC, Point Mugu.

Again, thank you for the opportunity to review and comment.

Respectfully submitted,

Kendall P. Lousen ("Kenny")

Community Planning Liaison Officer

Naval Base Ventura County, PWD

311 Main Road, Bldg. #66

Point Mugu, CA 93042-5033

Office: (805) 989-9746

Mobile: (805) 405-0659

Email: Kendall.p.lousen@navy.mil

MS Teams: kendall.p.lousen.civ@cvr.mil

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Include a full analysis of environmental and health impacts to South Oxnard

1 message

Katie Rose <katie33rose@gmail.com> Fri, Jul 24, 2020 at 5:20 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basura@oxnard.org, vianeyforoxnard@gmail.com

Dear Jay Dobrowalski and Oxnard City Planning Department,

My name is Katie Rose and I am a resident of Ventura County and I work in Oxnard. As an environmental justice advocate, I urge the City of Oxnard to include a full analysis of the environmental and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting facilities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposed Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the proposed expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline
- An assessment of the cultural resources and impacts to Ormond water quality and wildlife.
- Transparent job analysis of the number and quality of jobs directly attributed to the project including if jobs are temporary or permanent, part-time or full-time, and the wage and benefit levels.

Sincerely,

Katie Rose

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

EIR Notice of Preparation: Environmental and health impacts on South Oxnard

1 message

Danielle Garcia <dnlgarcia03@gmail.com> Fri, Jul 24, 2020 at 10:36 PM
To: jay.dobrowalski@oxnard.org
Cc: tim.flynn@oxnard.org, carmen.ramirez@oxnard.org, perellobert@gmail.com, oscar.madrigal@oxnard.org, bryan.macdonald@oxnard.org, gabriela.basua@oxnard.org, vianeyforoxnard@gmail.com

Dear Oxnard Planning Department and Jay Dobrowalski,

I urge the City of Oxnard to include a full analysis of the environment and health impacts for any new industrialization in South Oxnard, a community that continues to be burdened by Ventura County's most polluting fatalities and projects. Specifically, the EIR must include:

- A baseline assessment of the different sources of pollution currently generated from the Port
- An environmental review of all proposal Port expansion and infrastructure projects
- A full scope analysis of the cumulative impacts to air quality from the prospered expansion
- An analysis of the health impacts from the pollution generated from the Port of Hueneme to sensitive receptors in the community such as schools
- An assessment of the cultural resources and impacts to Oxnard water quality and wildlife
- An analysis on the impact on access to recreational activities and the City of Oxnard's vision of deindustrializing the coastline

Sincerely,
Danielle Garcia

CITY OF OXNARD CALIFORNIA

Dobrowalski, Jay <jay.dobrowalski@oxnard.org>

Workshop , Nov. 19, 2018, at City of Oxnard, Item #4, Planning and Zoning Permit No. 18-500-02 (SUP) - South Winds & Cypress Neighborhoods; if not please send the Attachment.

1 message

Irene <ireneraus@hotmail.com> Sat, Jul 25, 2020 at 12:41 AM
To: "jay.dobrowalski@oxnard.org" <jay.dobrowalski@oxnard.org>

Hello Jay Dobrowalski,
No doubt you are very busy but in the event you missed it, I sent comment back in **2018**, on the same Port's proposal back then it was for 4k vehicle storage at the same location. See the 10min. Planning Commission video, on the project; below.
……..

We, the Saviers Road Design Team oppose Item #4; comment submitted:

Community Workshop , Nov. 19, 2018, at City of Oxnard Community Room, 6:00 p.m.

Re: Planning & Zoning Permit No. 18-500-02 (SUP) - So. Winds and Cypress Neighborhoods (Hueneme & Perkins Rd.)

The Port District proposal to lease property for **approximately 4K car storage** at the corner of Hueneme and Perkins Road is inappropriate due to it's proximity to residential and shopping center that is currently being renovated, and this location is designated a point of access on the **Ormond Beach Restoration Plan**. For a **OBRP** video see: http://oxnard.granicus.com/MediaPlayer.php?view_id=38&clip_id=1174 (10 min. Planning Commission video, scroll to time = (1:23:16)).

Note the City of Oxnard' 2030 general plan, Chp. 5, Environmental Resources**, advocates preservation of environmental and aesthetic resources wherever possible.** Ormond Wetlands appears to be the last remaining undeveloped space on the Oxnard coastline, that is inundated with power plants, industry, the Port District, CBC Base, and exclusive housing. The Ormond Beach Restoration Plan is important and an ethical investment for our future.

In addition, at this site please support the City of Oxnard's much needed expansion of the Water Purification Facility, as well as an annex to support the Ormond Beach Restoration Plan for environmental education and nature experiences; and to carry on the legacy of Jean Harris who initially advocated the preservation of the Ormond Beach Wetlands in 1979.
https://en.wikipedia.org/wiki/Jean_Harris_(environmentalist

The Port district's "mission is to maximize maritime commerce and provide extensive economic benefits to the community." I respectfully urge the Port District, Oxnard Harbor District Commissioners to reconsider a more suitable car storage location, to support the vision of the Ormond Beach Restoration Plan, the Coastal Conservancy studies and the Nature Conservancy investments and environmental justice for the community.

Thank you,

Irene Rauschenberger

Oxnard Native Resident

Sent from Windows Mail

img005.jpg
994K

NATIVE AMERICAN HERITAGE COMMISSION

NAHC HEADQUARTERS
1550 Harbor Boulevard
Suite 100
West Sacramento,
California 95691
(916) 373-3710
nahc@nahc.ca.gov
NAHC.ca.gov

June 30, 2020

Jay Dobrowalski
City of Oxnard
214 South C Street
Oxnard, CA 93030

Re: 2020069039, Port Hueneme – Temporary Outdoor Vehicle Storage Facility Project, Ventura County

Dear Mr. Dobrowalksi:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:

a. A brief description of the project.

b. The lead agency contact information.

c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).

d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).

a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:

a. Alternatives to the project.

b. Recommended mitigation measures.

c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:

a. Type of environmental review necessary.

b. Significance of the tribal cultural resources.

c. Significance of the project's impacts on tribal cultural resources.

d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:

a. Whether the proposed project has a significant impact on an identified tribal cultural resource.

b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:

a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or

b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:

a. Avoidance and preservation of the resources in place, including, but not limited to:

i. Planning and construction to avoid the resources and protect the cultural and natural context.

ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.

b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:

i. Protecting the cultural character and integrity of the resource.

ii. Protecting the traditional use of the resource.

iii. Protecting the confidentiality of the resource.

c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.

d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).

e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).

f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:

a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.

b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.

c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf.

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/.

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.

b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:

a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.

b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.

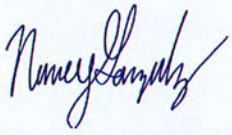
a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.

b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.

c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Nancy.Gonzalez-Lopez@nahc.ca.gov.

Sincerely,



Nancy Gonzalez-Lopez
Cultural Resources Analyst

cc: State Clearinghouse

City of Port Hueneme

Community Development Department

July 16, 2020

City of Oxnard, Planning Division
Attn: Mr. Jay Dobrowalski, Senior Planner
214 South C Street
Oxnard, CA 93030

SUBJECT: PORT OF HUENEME - TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY

Dear Mr. Dobrowalski:

Thank you for the opportunity to provide comments upon the proposed Special Use Permit to allow the Port of Hueneme to temporarily park vehicles on the parcel located at the southeast corner of Hueneme and Perkins Roads. Since the project will involve moving vehicles through the City of Port Hueneme, the City of Port Hueneme offers the following comments on the Project Information Packet and requests the following items be analyzed as part of the environmental impact report (EIR) that will be prepared for this project.

Page 1 of the Project Information Packet, Section II, states the City of Oxnard borders the Port of Hueneme to the west, north and east. However, as the Port of Hueneme is located within the city limits of the City of Port Hueneme, this description should be revised to indicate the City of Port Hueneme borders the Port to the west, north and east.

Grading and Construction: Since the project site is located in close proximity to the City of Port Hueneme, please analyze air quality and greenhouse gas emissions impacts from construction and grading and ensure mitigation measures are put into place to reduce any significant impacts to levels that are less than significant. Thank you for the proposed limits on construction hours.

Operational Scenarios and Vehicle Movement:

1. The last paragraph of the Operational Scenarios section states many of the vehicles currently transported off the Port of Hueneme are transported via diesel truck carrier. However, it is unclear whether this practice will continue, or if the driving of individual light duty vehicles to the proposed temporary storage vehicles will result in the reduction of trips made by diesel auto carriers through

the City of Port Hueneme, and therefore, whether air quality, greenhouse gas emissions, traffic and noise impacts from the movement of vehicles through the City of Port Hueneme to and from the Port will be reduced or increased in conjunction with the proposed project.

2. Further, since the vehicles will be driven through the City of Port Hueneme for nearly the entire trip length to or from the Port of Hueneme, please analyze air quality, greenhouse gas emissions, traffic, and cumulative and noise impacts from the movement of these vehicles and ensure mitigation measures are put into place to reduce any significant impacts to levels that are less than significant.

3. Excessive speeds from vehicles leaving the Port of Hueneme and heading eastward along Hueneme Road continue to be an issue for the City of Port Hueneme with regard to public safety (i.e. traffic accidents) and noise. Therefore, please provide a discussion of how vehicle speeds will be kept to the maximum posted speed limits, in order to minimize impacts on local Police and emergency services as well as noise impacts on residences located along Hueneme Road.

Thank you again for the opportunity to provide comments and the City of Port Hueneme looks forward to reviewing the Environmental Impact Report once it is available.

Sincerely,

Tony Stewart, AICP
Director of Community Development

c (via e-mail)
City Manager
Chief of Police
Public Works Director
Deputy Public Works Director
Principal Engineer

Ventura County
Air Pollution
Control District

669 County Square Dr
Ventura, California 93003

tel 805/645-1400
fax 805/645-1444
www.vcapcd.org

Dr. Laki Tisopulos, P.E.
Air Pollution Control Officer

VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT
Memorandum

TO: Jay Dobrowalski, Senior Planner

DATE: July 23, 2020

FROM: Nicole Collazo, Air Quality Specialist

SUBJECT: Comment Letter on Notice of Preparation of DEIR for Port of Hueneme Temporary Outdoor Vehicle Storage Facility

Air Pollution Control District (APCD) staff has reviewed the subject Notice of Preparation (NOP) of a draft environmental impact report (DEIR), which will identify any potential environmental impacts, for the construction and operation of the facility mentioned above. The Lead Agency for the project is the City of Oxnard.

GENERAL COMMENTS

Air Quality Section

1) The Ventura County Air Quality Assessment Guidelines (AQAG) should be used to evaluate all potential air quality impacts. The AQAG are also downloadable from our website here: http://www.vcapcd.org/environmental-review.htm. Specifically, the air quality assessment should attempt to quantify reactive organic compound (ROC) and nitrogen oxide (NOx) emissions from operational mobile, energy, and area sources using the air quality model CalEEMod Version 2016.3.2. Mobile emissions should include all vehicle trips per day, including shuttle van, on-site security, and waste hauling providers, and expected vehicle miles travelled (VMTs) in accordance with SB 743. Construction emissions should include specific equipment (type, amount, hours of operation per day) proposed for grading operations and soil import operations. Due to the short-term, temporary nature of construction emissions, they are not included in the determination threshold comparison. However, according to the AQAG, emission reduction measures are still recommended for the reduction of fugitive dust, PM, ROC and NOx from heavy-duty construction equipment if it exceeds the recommended air quality significance determination thresholds for ROG and NOx. We note that the AQAG has not been updated since 2003, serves as a guidance document, and greater reduction measures can be recommended for construction mitigation, including using newer, cleaner diesel Tier 3 or

Tier 4 off-road engines and/or using on-road construction vehicles of year 2010 model or greater. These reduction measures can serve as a standard condition of approval for discretionary permit with Lead Agency in the case there are many sensitive receptors in the vicinity and/or if construction is expected to occur over several months. The diesel particulate matter (DPM) emissions from diesel-powered construction and grading equipment is a considered a toxic air contaminant by the EPA and accounts for 70-80% of the overall cancer risk from mobile source emissions (CARB 2005 Land Use Handbook, MATES IV Study, respectively).

2) In addition to quantifying the project's ozone precursor emissions, the following criteria should also be analyzed in the DEIR for the project, using methodology contained in the AQAG.

- Conflict with or obstruct implementation of the applicable air quality management plan.
- Expose sensitive receptors to substantial pollutant concentrations.
- Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Greenhouse Gas Emissions Section

1) Neither the APCD nor the County has adopted a threshold of significance applicable to Greenhouse Gas (GHG) emissions from projects subject to the County's discretionary land use permitting authority. At the request of the Ventura County Air Pollution Control Board, APCD published a report on November 8, 2011 on current GHG thresholds and methodologies used throughout the state. The APCD concluded then that using South Coast AQMD's recommended thresholds would be consistent as a neighboring air district. This includes a bright-line numerical threshold of 10,000 MT CO2e/Yr for industrial projects (projects that have a stationary emission source and have a permit with APCD), or 3,000 MT CO2e/Yr for residential or commercial projects.

The following are recommended guidance documents that could be used to address the impacts of climate change and greenhouse gases in Ventura County as a result of the proposed project.

On November 2017, the California Air Resources Board published it latest Climate Change Scoping Plan. The Scoping Plan lays out a strategy for achieving California's 2030 Greenhouse Gas target (SB 32 and EO B-30-15) and builds on the state's successes to date, proposing to strengthen major programs that have been a hallmark of success, while further integrating efforts to reduce both GHGs and air pollution. California's climate efforts will 1) Lower GHG emissions on a trajectory to avoid the worst impacts of climate change; 2) Support a clean energy economy which provides more opportunities for all Californians; 3) Provide a more equitable future with good jobs and less pollution for all communities; 4) Improve the health of all Californians by reducing air and water pollution and making it

easier to bike and walk; and 5) Make California an even better place to live, work, and play by improving our natural and working lands. The 2017 Climate Change Scoping Plan can be accessed here https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf.

On December 2018, the Governor's Office of Planning and Research (OPR) published a Draft Technical Advisory. This document incorporates developments since the June 2008 Technical Advisory publication, including regulatory changes made to the regulations that implement CEQA (commonly known as the "CEQA Guidelines" in late 2018 by the California Natural Resources Agency (Agency). Although this document largely focuses on project-level analyses of greenhouse gas impacts, Section IV briefly addresses community-scale greenhouse gas reduction plans as one pathway to streamline CEQA analyses. This discussion draft is intended to address some common issues and topics that arise in greenhouse gas emissions analyses under CEQA but is not intended to address every single issue and topic. More information on the OPR's Technical Advisory can be found here http://opr.ca.gov/ceqa/technical-advisories.html.

GHG operational and construction emissions can also be quantified and assessed using the air quality model CalEEMod Version 2016.3.2 using the annual reports function to estimate GHG emissions in MT/Yr CO2e. Per SCAQMD's recommended guidelines, construction emissions should be amortized over 30 years or expected life of the project and added to total operational GHG emissions.

Thank you for the opportunity to comment on the project NOP. If you have any questions, you may reach me at nicole@vcapcd.org.

7/23/20

Ben Machuca
210 Irwin Way
Oxnard CA. 93033

I Am writing this letter in opposition to the Vehicle Storage facility off Port Hueneme. The facility will be Adjacent to my house And complitly Affect to Quality of life. The lighting smog And Eyesore will Impact me on A daily Basis. I Am disapointed that the city chooses to continue to Allow Blight in the Area Instead of creating And Supporting Green Spaces in the Area that Are surround By the Ormond wet Lands. Plase take my Concerns And those of my neighbors on Pacific Cove Community in Account.

Thanks

NOTICE OF PREPARATION

To: Interested Agencies and Organizations
(Refer to Attached Distribution List)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Oxnard
213 South C Street
City/State/Zip: Oxnard, California 93030
Contact: Mr. Jay Dobrowalski
Phone: 805.385.3948

Consulting Firm:

Firm Name: RRM Design Group
Street Address: 32332 Camino Capistrano, Suite 205
City/State/Zip: San Juan Capistrano, CA 92675
Contact: Diane Bathgate, AICP, CNU-A
Phone: 949.361.7950

The **CITY OF OXNARD** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. A Mitigated Negative Declaration (MND) was previously prepared for this same project and circulated with a 30-day public review period that concluded on January 14, 2019. The City of Oxnard received over 200 comment letters on the MND from agencies, organizations, and interested parties, and in response to the areas of controversy identified in those letters, the City has elected to prepare an EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Project Information Packet. A copy of the Initial Study Checklist is not attached. The NOP and Project Information Packet are also available on the City of Oxnard Environmental Documents website:
https://www.oxnard.org/city-department/community-development/planning/environmental-documents/

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice (***comment period June 25, 2020 to July 24, 2020***). All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385- 3948 or jay.dobrowalski@oxnard.org and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

Please send your response to **Jay Dobrowalski, Senior Planner** at the address shown above. Please provide the name for a contact person in your agency.

Project Title: Port Hueneme – Temporary Outdoor Vehicle Storage Facility

Project Location: City of Oxnard (City (nearest)) Ventura (County)

Project Description: (brief)

A request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the office trailer, portable restroom, perimeter lighting and gravel surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site.

Date: June 25, 2020

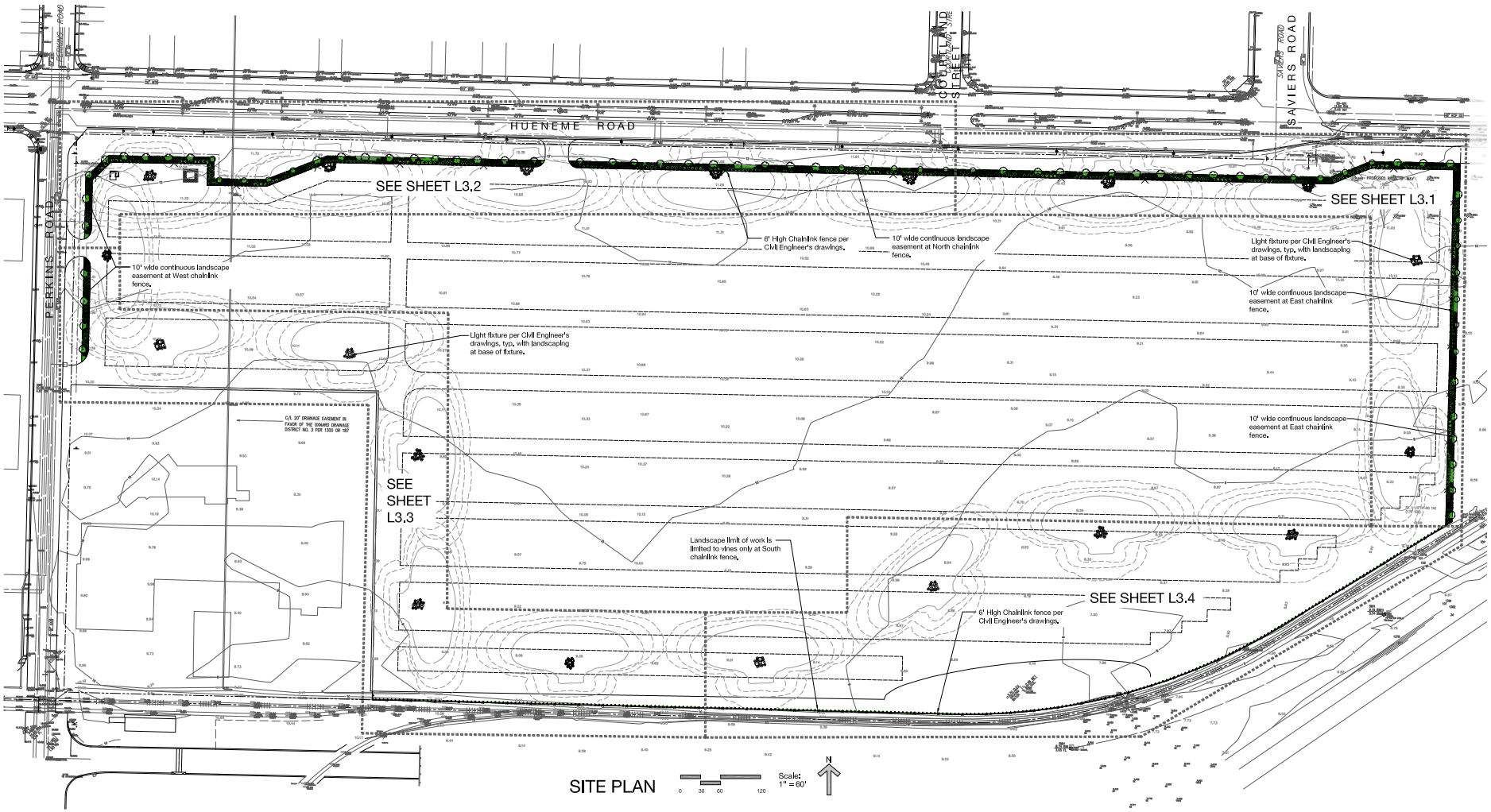
Signature:

Jay Dobrowalski
Title: Senior Planner

Telephone: 805.385.3948

CITY OF
OXNARD
CALIFORNIA

APPENDIX C
Landscape Plans



Project No. 17-31

KIESEL • DESIGN
Landscape Architecture
422 East Main Street
Ventura, CA 93001
(p&f) (805) 947.0730
Jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Hueneme Road
Port of Hueneme
CA, 93003

Revisions:

#	NAME	DATE

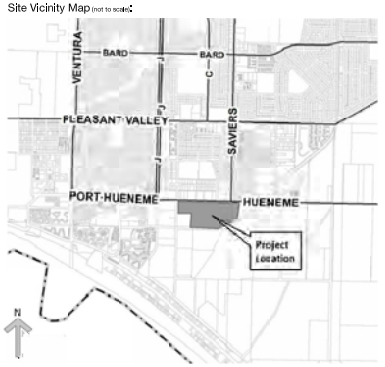
Landscape Scope of Work / Design Intent:

Installation of a 6' high chainlink fence and coastal California native and adapted species landscaping at West, North and East property lines for vegetative screening of an automotive storage facility. The goal is to have the chainlink fence 90% covered from thee public side of the fence with vines and other plantings within 6 months after planting installation.

Total new landscaping proposed is 30,059 square feet.

Temporary drip irrigation will be installed at all new landscaping.

Site Vicinity Map (not to scale):



Sheet Index:

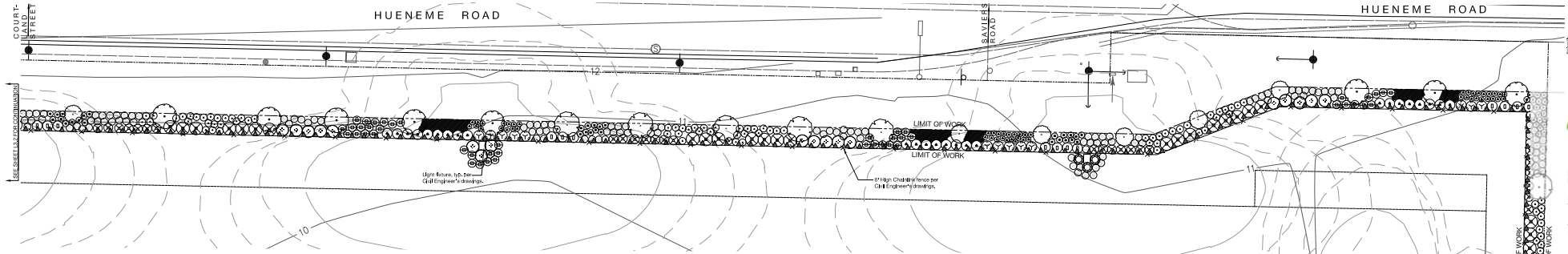
Type: Construction Drawings
Submittal Date:
November 16, 2018

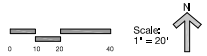
Drawn By:

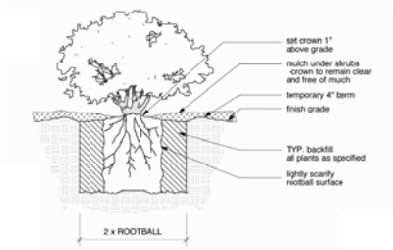
#	NAME	DATE
	EC	11/16/2018

Title:
Landscape Cover Sheet

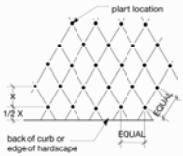
Sheet Number:
L1.0





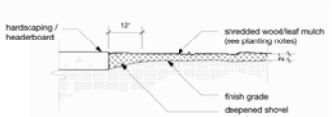


1 Container Planting
NTS



* all shrubs and ground covers to be planted at equal spacing (triangular) unless otherwise indicated on the plan's - see planting plan callouts for spacing requirements

2 Groundcover Installation
NTS



3 Mulch Installation
NTS

Trees

Botanical Name	Common Name	Quant.	Size	Notes
Heteromeles arbutifolia	Toyon	30	15 Gal	Natural form.
Prunus ilicifolia ssp. lyonii	Hollyleaf Cherry	22	15 Gal	Natural form.
Sambucus nigra ssp. caerulea	Elderberry	22	5 Gal	Natural form.

Shrubs and Groundcovers

Botanical Name	Common Name	Quant.	Size	Notes
Artemisia californica	California Sagebrush	130	1 Gal	
Atriplex lentiformis	Saltbush	79	5 Gal	-
Baccharis pilularis	Coyote Brush	27	5 Gal	-
Calystegia macrostegia	California Morning Glory	282	1 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum lasum.
Calystegia macrostegia	California Morning Glory	470	5 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum lasum.
Ceanothus spinosus	Greenbark Ceanothus	46	5 Gal	-
Encelia californica	Coast Sunflower	87	5 Gal	-
Eriogonum cinereum	Coastal Buckwheat	67	1 Gal	-
Hazardia squarrosa	Sawtooth Goldenbush	36	1 Gal	-
Hesperoyucca whipplei	California Yucca	21	5 Gal	Plant on top of 6" high raised dirt mound, and do not irrigate.
Leymus condensatus	Wild Rye	300	1 Gal	-
Muhlenbergia rigens	Deer Grass	487	1 Gal	-
Rhamnus californica	Coffeeberry	89	15 Gal	-
Rhus integrifolia	Lemonade Berry	85	5 Gal	-
Salvia leucophylla	Purple Sage	43	5 Gal	-
Salvia mellifera	Black Sage	35	5 Gal	-
Solanum xantii	Chaparral Nightshade	103	1 Gal	-
Zauschneria californica	California Fuchsia	155	1 Gal	-

Shrubs, Groundcovers and Perennials (Hatched Areas)

Botanical Name	Common Name	SF	Size	Notes	Quant.
Achillea millefolium	Yarrow	192 SF	1 Gal	Plant @ 24" O.C.	48
Eriogonum fasciculatum	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.	205

Note: quantities provided in this legend are for the entire project (the grand total for sheets L3.1 and L3.2).

Planting Notes

1. Confirm all existing plant demolition with Landscape Architect prior to beginning work.

2. After plants are delivered to site, set plants out as per plan. Final plant locations shall be approved by the Landscape Architect in the field prior to planting.

3. Prior to starting work, Landscape Installer shall take representative soil samples from the project site. Soil shall be analyzed by an approved commercial soil testing laboratory for suitability for ornamental planting. A copy of the results of this analysis shall be submitted to the Owner and Landscape Architect. Landscape Installer shall follow the recommendations of the soils lab as to the rate and analysis of fertilizer & amendments to provide a suitable medium for planting. The Landscape Installer shall notify the Owner/Landscape Architect of any potential problems which may result due to harmful substances found in the soil.

4. Landscape Installer shall clear and grub all planting areas, removing all weed growth prior to installation of plant materials.

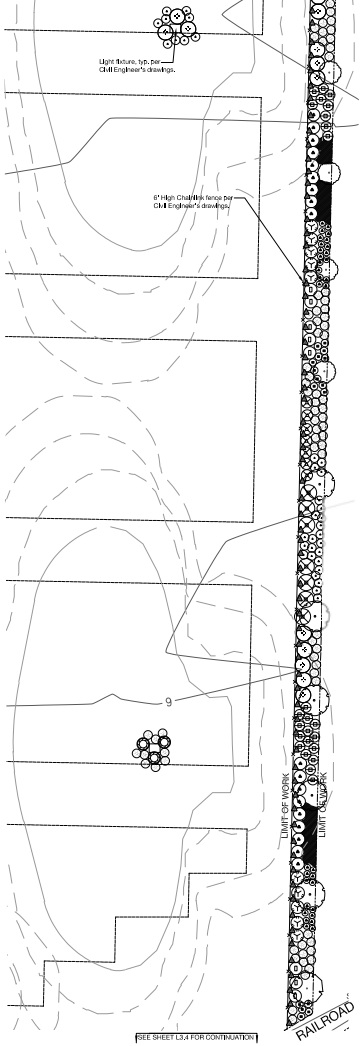
5. All plants are identified by typical symbols and quantities in each area. Plant quantities indicated on the plan are approximate and are provided for the convenience of the contractor. It shall be the responsibility of the contractor to confirm all plant quantities prior to bidding. In the event of discrepancies in plant count, quantities indicated by plant symbols shall prevail.

6. Contractor shall provide and install 3" deep Agromin ES-2 bark mulch in all planted areas unless otherwise noted. Mulch shall be spread evenly. Agromin: (805) 486-4200.

7. Grades and flow lines must be maintained during irrigation and planting operations. Landscape Installer may not alter established grade and flow lines.

8. Plant materials and installation to meet highest quality industry standard. Locate and secure all specified plants two weeks minimum prior to planting installation. Notify Landscape Architect immediately of any plant sourcing difficulty.

9. Guaranty Plant material 5 gallon or smaller except transplants for a period of 90 days from date of final review. Replace dead plants and plants not in vigorous condition, without cost to owner. Guaranty plant material 15 gallon and larger for 1 year from date of final review.



SEE SHEET L3.2 FOR CONTINUATION

SEE SHEET L3.4 FOR CONTINUATION

KIESEL • DESIGN
Landscape Architecture
422 East Main Street
Ventura, CA 93001
(p&f) (805) 947.0730
Jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Hueneme Road
Port of Hueneme
CA, 93003

Revisions:

#	NAME	DATE

Type: Construction Drawings
Submittal Date:
March 19, 2018

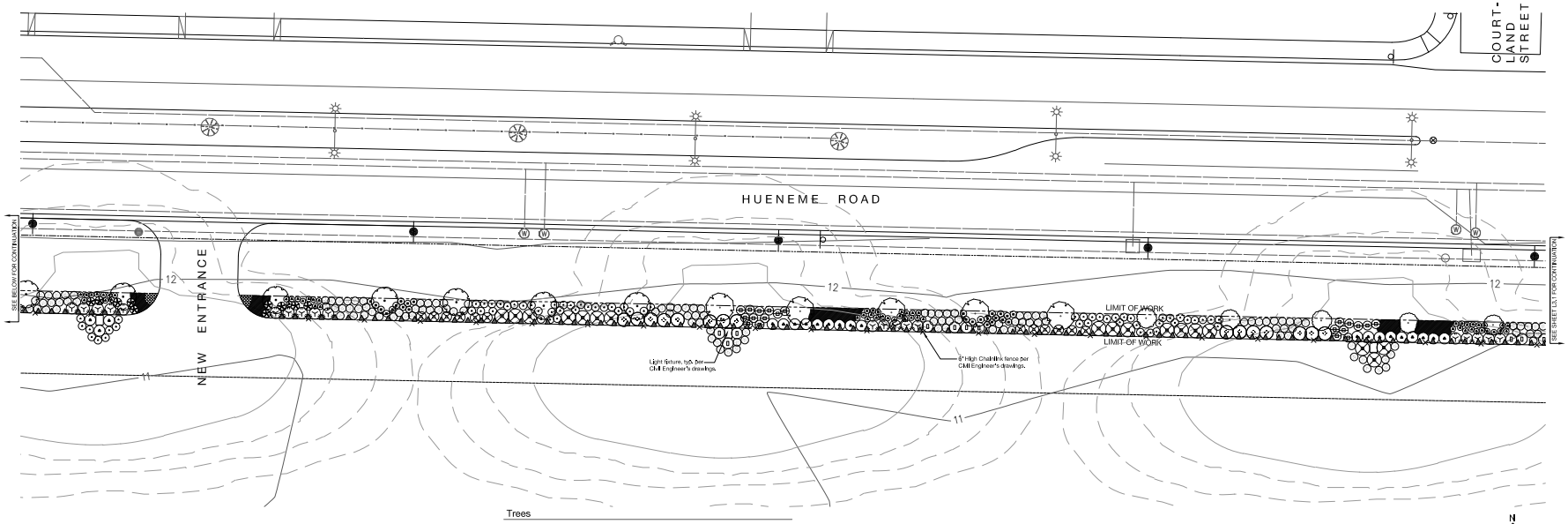
Drawn By:

#	NAME	DATE
	EC	03/19/2018

Title:
Planting Plan, Planting Notes and Planting Details

Sheet Number:
L3.1

17-31



Trees

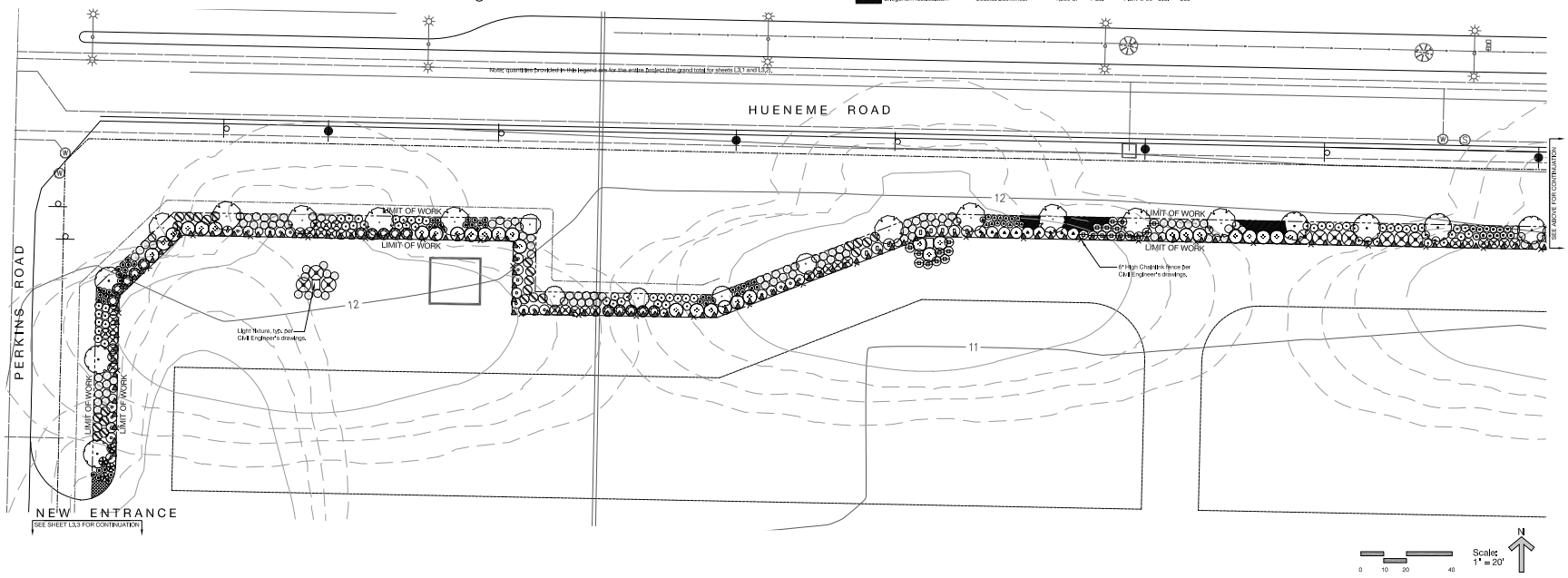
Botanical Name	Common Name	Quant.	Size	Notes
Heteromeles arbutifolia	Toyon	30	15 Gal	Natural form.
Prunus ilicifolia ssp. lyonii	Hollyleaf Cherry	22	15 Gal	Natural form.
Sambucus nigra ssp. caerulea	Elderberry	22	5 Gal	Natural form.

Shrubs and Groundcovers

Botanical Name	Common Name	Quant.	Size	Notes
Artemisia californica	California Sagebrush	130	1 Gal	
Atriplex lentiformis	Saltbush	79	5 Gal	-
Baccharis pilularis	Coyote Brush	27	5 Gal	-
Calystegia macrostegia	California Morning Glory	282	1 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum laxum.
Calystegia macrostegia	California Morning Glory	470	5 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum laxum.
Ceanothus cuneatus	Greenbark Ceanothus	46	5 Gal	-
Encelia californica	Coast Sunflower	87	5 Gal	-
Eriogonum cinereum	Coastal Buckwheat	67	1 Gal	-
Hazardia squarrosa	Sawtooth Goldenbush	36	1 Gal	-
Hesperoyucca whipplei	California Yucca	21	5 Gal	Plant on top of 6" high raised dirt mound, and do not irrigate.
Leymus condensatus	Wild Rye	300	1 Gal	-
Muhlenbergia rigens	Deer Grass	487	1 Gal	-
Rhamnus californica	Coffeeberry	69	15 Gal	-
Rhus integrifolia	Lemonade Berry	85	5 Gal	-
Salvia leucophylla	Purple Sage	43	5 Gal	-
Salvia mellifera	Black Sage	35	5 Gal	-
Solanum xanti	Chaparral Nightshade	103	1 Gal	-
Zauschneria californica	California Fuchsia	155	1 Gal	-

Shrubs, Groundcovers and Perennials (Hatched Areas)

Botanical Name	Common Name	SF	Size	Notes	Quant.
Achillea millefolium	Yarrow	192 SF	1 Gal	Plant @ 24" O.C.	48
Eriogonum fasciculatum	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.	205



Project No.
17-31

KIESEL • DESIGN
Landscape Architecture
422 East Main Street
Ventura, CA 93001
(p&f) (805) 947.0730
Jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Hueneme Road
Port of Hueneme
CA, 93003

Revisions:

#	NAME	DATE

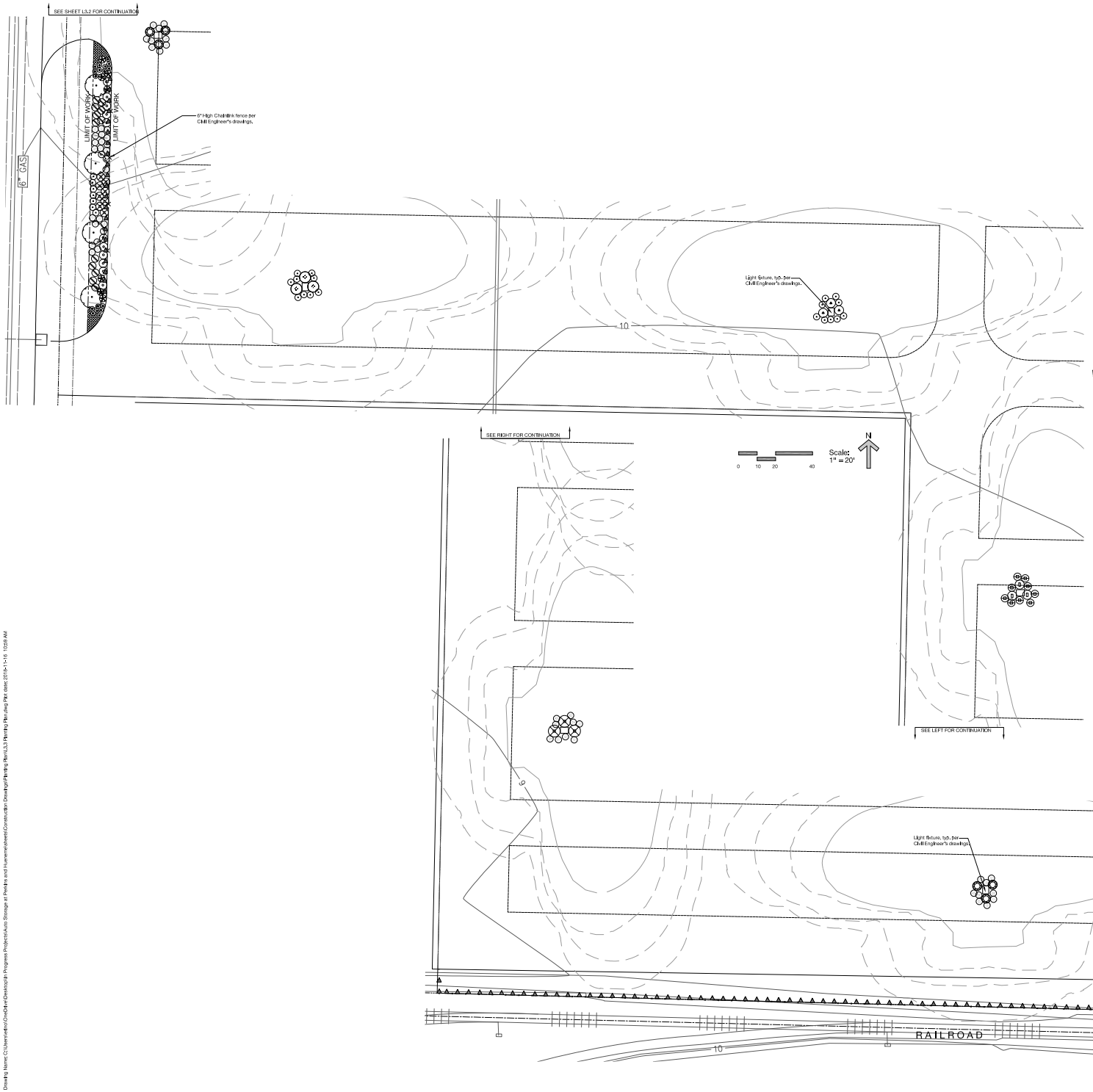
Type: Construction Drawings
Submittal Date:
November 16th, 2018

Drawn By:

#	NAME	DATE
	EC	11/16/2018

Title:
Planting Plan

Sheet Number:
L3.2



Trees

Botanical Name	Common Name	Quant.	Size	Notes
Heteromeles arbutifolia	Toyon	30	15 Gal	Natural form.
Prunus ilicifolia ssp. lyonii	Hollyleaf Cherry	22	15 Gal	Natural form.
Sambucus nigra ssp. caerulea	Elderberry	22	5 Gal	Natural form.

Shrubs and Groundcovers

Botanical Name	Common Name	Quant.	Size	Notes
Artemisia californica	California SageBrush	130	1 Gal	
Atriplex lentiformis	Saltbush	79	5 Gal	-
Baccharis pilularis	Coyote Brush	27	5 Gal	-
Calystegia macrostegia	California Morning Glory	282	1 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum laxum.
Calystegia macrostegia	California Morning Glory	470	5 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum laxum.
Ceanothus schmeus	Greenbark Ceanothus	46	5 Gal	-
Encelia californica	Coast Sunflower	87	5 Gal	-
Eriogonum cinereum	Coastal Buckwheat	67	1 Gal	-
Hazardia squarrosa	Sawtooth Goldenbush	36	1 Gal	-
Hesperoyucca whipplei	California Yucca	21	5 Gal	Plant on top of 6" high raised dirt mound, and do not irrigate.
Leymus condensatus	Wild Rye	300	1 Gal	-
Muhlenbergia rigens	Deer Grass	487	1 Gal	-
Rhamnus californica	Coffeeberry	69	15 Gal	-
Rhus integrifolia	Lemonade Berry	85	5 Gal	-
Salvia leucophylla	Purple Sage	43	5 Gal	-
Salvia mellifera	Black Sage	35	5 Gal	-
Solanum xanti	Chaparral Nightshade	103	1 Gal	-
Zauschneria californica	California Fuchsia	155	1 Gal	-

Shrubs, Groundcovers and Perennials (Hatched Areas)

Botanical Name	Common Name	SF	Size	Notes	Quant.
Achillea millefolium	Yarrow	192 SF	1 Gal	Plant @ 24" O.C.	48
Eriogonum fasciculatum	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.	205

Project No.
17-31

KIESEL•DESIGN
Landscape Architecture
422 East Main Street
Ventura, CA 93001
(p&f) (805) 947.0730
Jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Hueneme Road
Port of Hueneme
CA, 93003

Revisions:

#	NAME	DATE

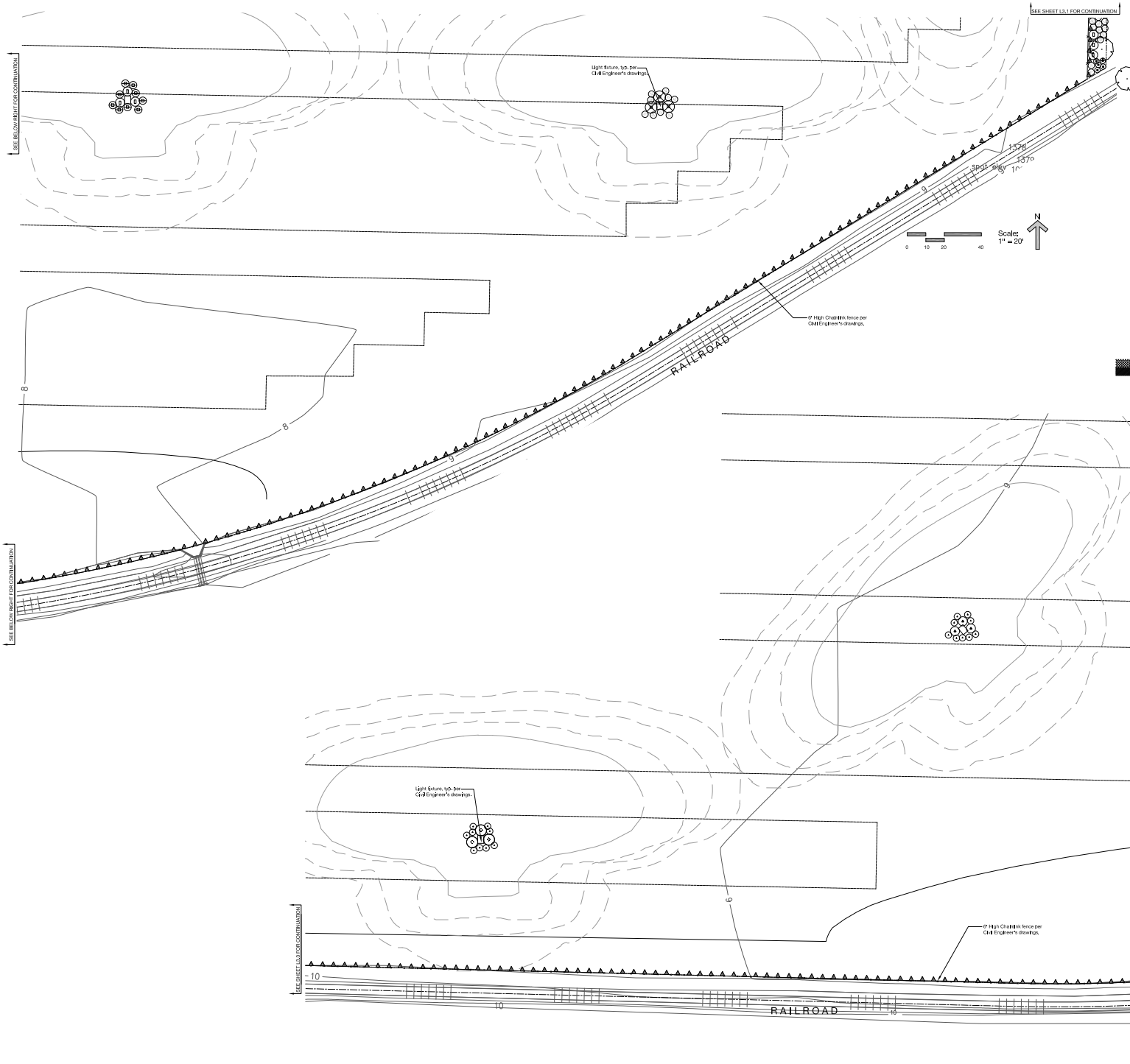
Type: Construction Drawings
Submittal Date:
November 16th, 2018

Drawn By:

#	NAME	DATE
	EC	11/16/2018

Title:
Planting Plan

Sheet Number:
L3.3



Trees

Botanical Name	Common Name	Quant.	Size	Notes
Heteromeles arbutifolia	Toyon	30	15 Gal	Natural form.
Prunus ilicifolia ssp. lyonii	Hollyleaf Cherry	22	15 Gal	Natural form.
Sambucus nigra ssp. caerulea	Elderberry	22	5 Gal	Natural form.

Shrubs and Groundcovers

Botanical Name	Common Name	Quant.	Size	Notes
Artemisia californica	California Sagebrush	130	1 Gal	
Atriplex lentiformis	Saltbush	79	5 Gal	-
Baccharis pilularis	Coyote Brush	27	5 Gal	-
Calystegia macrostegia	California Morning Glory	282	1 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum lasium.
Calystegia macrostegia	California Morning Glory	470	5 Gal	Weave vine into fence by hand. Alternate vines: Lonicera subspicata and/or Solanum lasium.
Ceanothus spinosus	Greenbark Ceanothus	46	5 Gal	-
Encelia californica	Coast Sunflower	87	5 Gal	-
Eriogonum cinereum	Coastal Buckwheat	67	1 Gal	-
Hazardia squarrosa	Sawtooth Goldenbush	36	1 Gal	-
Hesperoyucca whipplei	California Yucca	21	5 Gal	Plant on top of 6' high railroad dirt mound, and do not irrigate.
Leymus condensatus	Wild Rye	300	1 Gal	-
Muhlenbergia dubia	Deer Grass	487	1 Gal	-
Rhamnus californica	Coffeeberry	69	15 Gal	-
Rhus integrifolia	Lemonade Berry	85	5 Gal	-
Salvia leucophylla	Purple Sage	43	5 Gal	-
Salvia mellifera	Black Sage	35	5 Gal	-
Solanum xanti	Chaparral Nightshade	103	1 Gal	-
Zauschneria californica	California Fuchsia	155	1 Gal	-

Shrubs, Groundcovers and Perennials (Hatched Areas)

Botanical Name	Common Name	SF	Size	Notes	Quant.
Achillea millefolium	Yarrow	192 SF	1 Gal	Plant @ 24" O.C.	48
Eriogonum fasciculatum	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.	205

Project No.
17-31

KIESEL • DESIGN
Landscape Architecture
422 East Main Street
Ventura, CA 93001
(p&f) (805) 947.0730
Jack@kieseldesign.com
CL# 5206

Auto Storage At:
Perkins Road and
Hueneme Road
Port of Hueneme
CA, 93003

Revisions:
NAME DATE

Type: Construction Drawings
Submittal Date:
November 16th, 2018

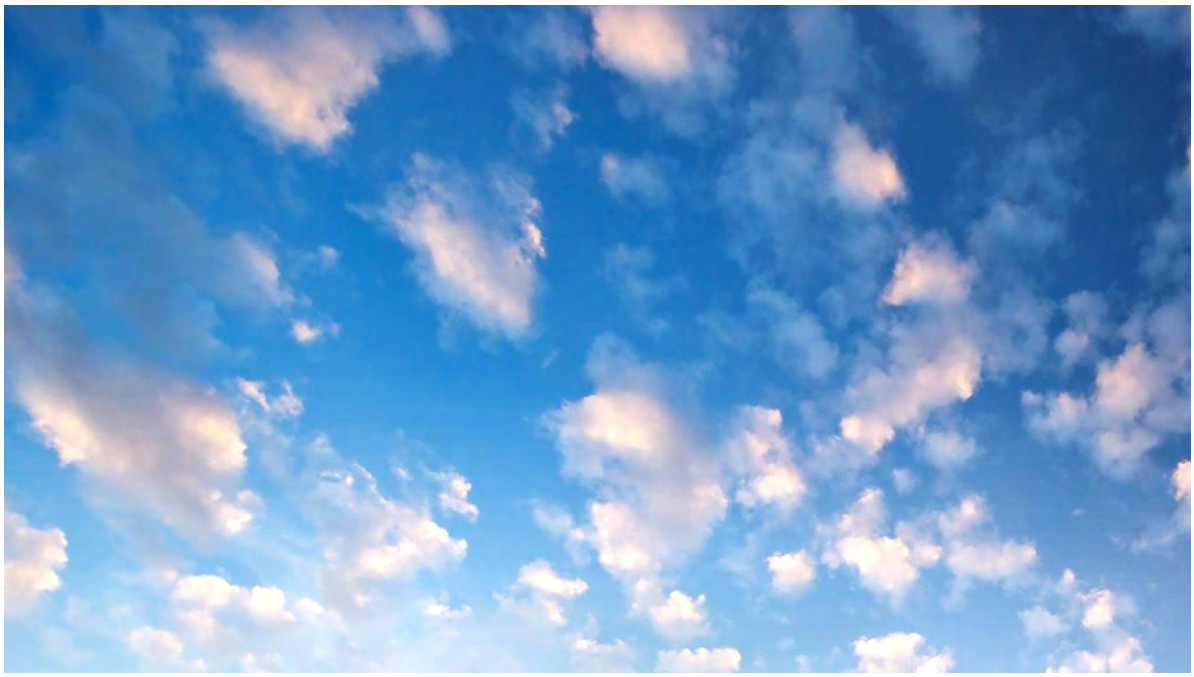
Drawn By:
NAME DATE
EC 11/16/2018

Title:
Planting Plan

Sheet Number:
L3.4

CITY OF OXNARD CALIFORNIA

APPENDIX D
Air Quality and Greenhouse Gas Study



Port of Hueneme 34-acre Temporary Outdoor Vehicle Storage Facility

Air Quality and Greenhouse Gas Study

prepared for

The Port of Hueneme
333 Pomona Street
Port Hueneme, California 93041

prepared by

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

November 2020

RINCON CONSULTANTS, INC.
Environmental Scientists | Planners | Engineers
rinconconsultants.com

Table of Contents

Tables

Figures

Appendices

1 Project Description

1.1 Introduction

This study analyzes the potential air quality and greenhouse gas (GHG) impacts of the proposed 34-acre Temporary Outdoor Vehicle Storage Facility (herein referred to as "proposed project" or "project") located at the southeast corner of Hueneme Road and Perkins Road in the city of Oxnard in Ventura County, California. Rincon Consultants, Inc. prepared this report under contract to The Port of Hueneme for use by the City of Oxnard, in support of the environmental documentation being prepared pursuant to the California Environmental Quality Act (CEQA). This analysis considers both temporary impacts that would result from project construction and long-term impacts associated with operation of the project.

1.2 Project Summary

The project requires a Special Use Permit (Planning and Zoning Permit No. 18-500-02) to allow for temporary outdoor vehicle storage of new vehicles off-loading from the Port of Hueneme (Port) for a maximum of five years on two existing vacant lots (totaling approximately 34 acres). The project is located on the southeast corner of the intersection of Hueneme Road and Perkins Road. Proposed development includes temporary structures such as a 240-square-foot (SF) guard house, portable restroom, and perimeter site lighting with a 6-foot-high fence for security purposes. In addition to landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. The proposed outdoor vehicle storage allows for a total of 4,944 vehicle spaces (180 spaces per acre). Upon expiration of the five-year permit, the guard house trailer, portable restroom perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage improvements would remain on-site.

1.2.1 Project Location

The project is located on the southeast corner of the intersection of Hueneme Road and Perkins Road in the city of Oxnard as shown in Figure 1 and Figure 2.

1.2.2 Project Description

The proposed project would include the development of a 34-acre temporary vehicle storage facility as shown in the site plan on Figure 3 with the following buildings on site:

- One temporary 240-SF guard house office trailer for security purposes, to be removed upon expiration of Special Use Permit;
- One portable restroom for on-site personnel, to be removed upon expiration of Special Use Permit;
- Nineteen mobile, low-impact and downcast lights for security purposes;
- Two entrances/exits along Perkins Road;
- One emergency access driveway at the terminus of Saviers Road at Hueneme Road;
- Associated landscaping;

- Engineered drainage improvements; and
- Minor grading to level the existing soil and install gravel to serve as a temporary parking surface.

1.2.3 Project Operation

Once operational, the project would serve as a temporary car storage facility for use 24 hours per day, 7 days per week. However, the storage vehicles would only be driven to and from the site between the hours of 7:30 a.m. and 3:30 p.m. Monday through Saturday.

The facility would be staffed by fourteen employees: three security guards, up to ten vehicle drivers, and one shuttle van driver. Employees would arrive to the car storage facility between 7:30 and 8:00 a.m. and leave the project site no later than 4:00 p.m. daily. The three security guards each would work a 8-hour shift, and a security guard would remain on-site at all times.

A maximum of 240 vehicles would be transported to and from the Port to the project site per day. 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. Most days the temporary outdoor vehicle storage facility would see small numbers of vehicle moves and many days the facility would see no vehicle movements at all. All vehicles stored at this location would be light duty vehicles, excluding trucks or diesel powered automobiles. The vehicles would be individually driven to and from the site; transport trucks would not be used. Once the drivers have driven one car to the site from the Port, each driver would then by driven back to the Port in a shuttle to move another car to the facility.

Figure 1 Regional Location

Imagery provided by Esri and its licensors © 2018.

Project Location

N

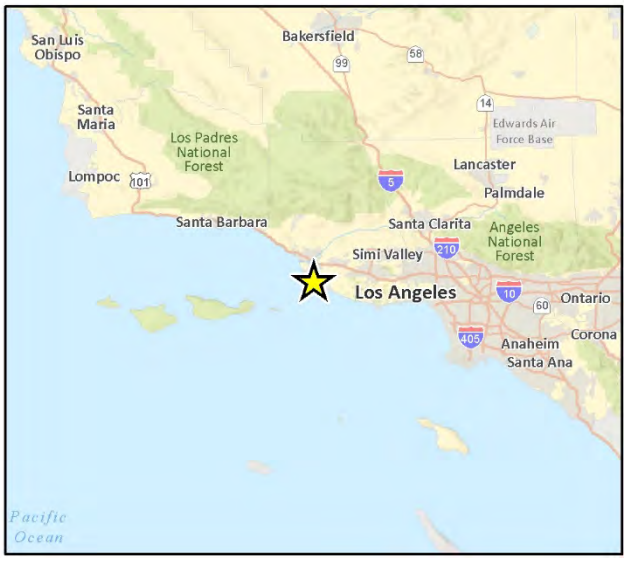


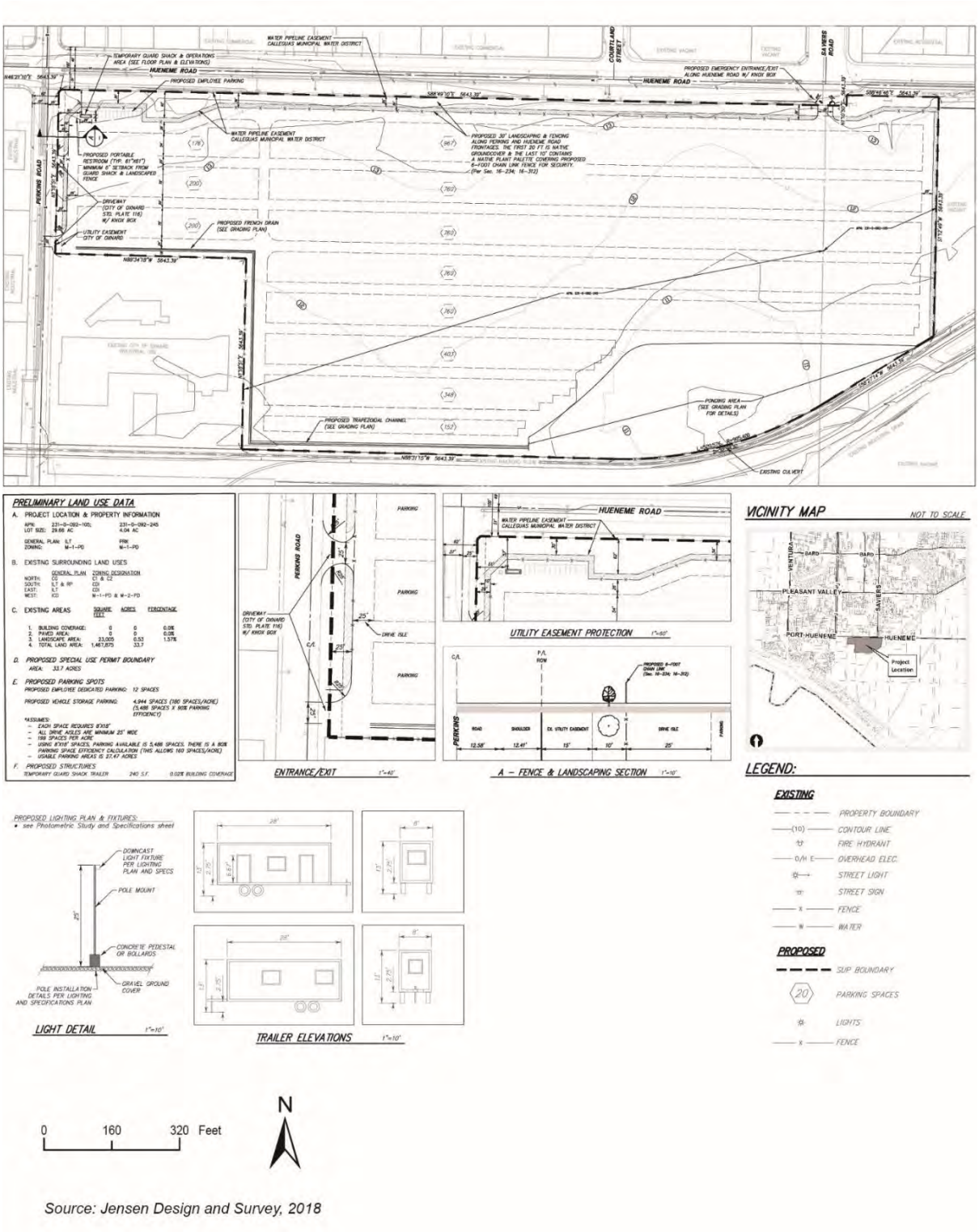
Fig 1 Regional Location March 2018 Proposal

Figure 2 Project Location

Imagery provided by Microsoft Bing and its licensors © 2020.

Fig 2 Project Location

Figure 3 Site Plan



Source: Jensen Design and Survey, 2018

2 Air Quality

2.1 Environmental and Regulatory Setting

2.1.1 Local Climate and Meteorology

The project site is located within the South Central Coast Air Basin (SCCAB), which includes San Luis Obispo, Santa Barbara, and Ventura counties. The Ventura County Air Pollution Control District (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.

2.1.2 Air Quality Regulation

The federal and state governments have established ambient air quality standards for the protection of public health. The United States Environmental Protection Agency (U.S. EPA) is the federal agency designated to administer air quality regulation, while the California Air Resources Board (CARB) is the state equivalent in the California Environmental Protection Agency. County-level Air Pollution Control Districts (APCDs) provide local management of air quality. CARB has established air quality standards and is responsible for the control of mobile emission sources, while the local APCDs are responsible for enforcing standards and regulating stationary sources. CARB has established 14 air basins statewide.

The U.S. EPA 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 (PM2.5), and lead (Pb). Primary standards are those levels of air quality deemed necessary, with an adequate margin of safety, to protect public health. In addition, the State of California has established health-based ambient air quality standards for these and other pollutants, some of which are more stringent than the federal standards. Table 1 lists the current federal and state standards for regulated pollutants.

Under state law, the VCAPCD is required to prepare a plan for air quality improvement for pollutants for which the District is in nonattainment. Table 1 summarizes the California Ambient Air Quality Standards (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 1, the SCCAB is currently in nonattainment for the federal and state ozone standards as well as the state PM_{10} standard (CARB 2017, U.S. EPA 2018).

Table 1 Federal and State Ambient Air Quality Standards

		Federal		California	
Pollutant	**Averaging Time**	**NAAQS[1]**	**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/m³	Nonattainment
	24-Hour	150 µg/m³		50 µg/m³	
$PM_{2.5}$	Annual	12 µg/m³	Attainment/ Unclassified	12 µg/m³	Attainment
	24-Hour	35 µg/m³		–	
Lead	30-Day Average	–	Attainment/ Unclassified	1.5 µg/m³	Attainment
	3-Month Average	0.15 µg/m³		–	

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

[1] NAAQS displayed are primary standards.

Sources: CARB 2016 and 2017, U.S. EPA 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. Relevant rules and regulations to the project include the following:

VCAPCD Rule 50 (Opacity)

This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project, 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. The proposed

project would not consist of residential and/or open space land uses; therefore, this rule would not be a concern following buildout of the project.

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 Roads 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.

2.1.3 Effects of Air Pollutants

Ozone

Ozone (O_3) is produced by a photochemical reaction (triggered by sunlight) between nitrogen oxides (NO_X) and reactive organic compounds (ROC)[1]. NO_X is formed during the combustion of fuels, while reactive organic gases are formed during combustion and evaporation of organic solvents. Because O_3 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 O_3 include children, the elderly, people with respiratory disorders, and people who exercise strenuously outdoors.

Carbon Monoxide

Carbon monoxide 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 NO_2, creating the mixture of NO and NO_2 commonly called NO_X. Nitrogen dioxide is an acute irritant. A relationship between NO_2 and chronic pulmonary fibrosis may exist, and an increase in bronchitis in young children at concentrations below 0.3 parts

[1] Organic compound precursors of ozone are routinely described by a number of variations of three terms: hydrocarbons (HC), organic gases (OG), and organic compounds (OC). These terms are often modified by adjectives such as total, reactive, or volatile, and result in a rather confusing array of acronyms: HC, THC (total hydrocarbons), RHC (reactive hydrocarbons), TOG (total organic gases), ROG (reactive organic gases), TOC (total organic compounds), ROC (reactive organic compounds), and VOC (volatile organic compounds). While most of these differ in some significant way from a chemical perspective, from an air quality perspective two groups are important: non-photochemically reactive in the lower atmosphere, or photochemically reactive in the lower atmosphere (HC, RHC, ROG, ROC, and VOC). SCAQMD uses the term VOC to denote organic precursors.

per million (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 PM_{10} (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 (PM_{10} and $PM_{2.5}$) can be different. Major man-made sources of PM_{10} 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; CARB 2011b). TACs are different than the criteria pollutants previously discussed 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.

2.1.4 Current 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 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 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 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 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[1]	41.2
Number of days of Federal exceedances (>35 μg/m^3)	0	4	1

[1] The four exceedances of the federal $PM_{2.5}$ standard occurred during the Thomas Fire on December 8, 13, 15, and 16.

Source: CARB 2018b

2.1.5 Air Quality Management Plan

The primary objective of the 2016 Ventura County 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 (O_3) and particulate matter (PM_{10}). The AQMP also addresses the requirements set forth in the state and federal Clean Air Acts. As discussed in more detail below, the project's air quality emissions would be below the VCAPCD significance thresholds and mitigation measures have been identified where appropriate consistent with VCAPCD recommendations (VCAPCD 2017).

As stated in the Ventura County Air Quality Assessment Guidelines, project consistency with the AQMP can be determined by comparing the actual population growth in the county with the projected growth rates used in the AQMP. 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.

2.1.6 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 boundary. 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.

2.2 Impact Analysis

2.2.1 Methodology

The 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 using the applicant-provided construction schedule and equipment list.

Construction would involve grubbing, site preparation, grading, building installation and fencing, gravel installation, and landscaping. Project construction would generate diesel emissions and dust. Based on applicant-provided information, the 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 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. In addition, as detailed in Section 1, *Project Description*, it was assumed that project construction would comply with all applicable regulatory standards, including VCAPCD Rule 55 (Fugitive Dust).

Upon completion of project construction, the 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 of Hueneme property. As the vehicles and 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. To provide a conservative scenario, the drivers would be driven back to the Port via a shuttle, which is assumed to be a van. Once the new cars are ready to be moved from the storage facility to an off-site location, drivers would drive the cars off the site and would be shuttled back to the project site to move additional cars. New cars would be added to the project location by drivers driving new cars from the Port to the project location, and those drivers would return to the Port via the shuttle van. 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.

2.2.2 Significance Thresholds

State CEQA Guidelines Appendix G Checklist

To determine whether a project would result in a significant impact to air quality, Appendix G of the *CEQA Guidelines* requires consideration of whether a project would:

1. Conflict with or obstruct implementation of the applicable air quality plan
2. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard
3. Expose sensitive receptors to substantial pollutant concentrations
4. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people

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 in Table 3 below.

Table 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 NO_X	25 pounds per day of NO_X

Source: VCAPCD 2017

2.3 Air Quality Impacts

CEQA Appendix G Air Quality Threshold 1
Would the project conflict with or obstruct implementation of the applicable air quality plan?

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

The proposed project would include the temporary storage of cars, for a maximum of five years. The project does not include the removal or addition of residences and would not generate new employment opportunities in the region. Therefore, the project would not directly or indirectly generate population, housing, or employment growth. As a result, the project would not exceed the Southern California Association of Governments' projected growth forecasts, which underlie the

emissions forecasts in the 2016 AQMP. Therefore, the project would not generate population or employment growth beyond AQMP forecasts, and the project would be consistent with the AQMP. Impacts would be less than significant.

CEQA Appendix G Air Quality Threshold 2
Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?

2.3.1 Construction Impacts

Table 4 summarizes maximum daily emissions of pollutants associated with construction of the proposed project during construction in year 2022. As shown below, ROC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions would not exceed VCAPCD regional thresholds. Therefore, project construction 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. Impacts would be less than significant.

Table 4 Estimated Maximum Daily Construction Emissions

	Maximum Emissions[1] (lbs/day)					
Construction Year	**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

See Appendix A for CalEEMod output results.

2.3.2 Operational Impacts

Upon completion of project construction, the project would result in new daily trips to and from the Port of Hueneme. These new trips would be a source of air pollutant emissions. Table 5 summarizes maximum daily emissions of pollutants associated with the operation of the proposed project in operation year 2022. The proposed operational use of the project would not exceed the VCAPCD thresholds for ROC, NO_X, CO, SO_2, PM_{10}, and $PM_{2.5}$ emissions. Therefore, project operation 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. Impacts would be less than significant.

Table 5 Estimated Maximum Daily Operational Emissions

	Maximum Emissions[1] (lbs/day)					
Construction Year	**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

See Appendix A for CalEEMod output results.

CEQA Appendix G Air Quality Threshold 3
Would the project expose sensitive receptors to substantial pollutant concentrations?

2.3.3 Local Carbon Monoxide Hotspot Impact

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 eight-hour standard of 9.0 ppm (CARB 2016).

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

Therefore, no CO hotspots are expected to occur in the southern Oxnard area where the proposed project would be located, and additional CO modeling analysis is not warranted. In addition, with over 80% 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.

The project is based on mobile sources, and for clarification purposes, the model run projected CO emissions to 16.5 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 per day CO (San Joaquin Valley APCD, South Coast AQMD, San Diego APCD). As a comparison, the project's estimated CO emissions are minimal.

Traffic-congested roadways and intersections have the potential to generate elevated localized carbon monoxide levels (i.e., carbon monoxide hotspots). In general, carbon monoxide hotspots occur in areas with poor circulation or areas with heavy traffic. Existing carbon monoxide 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 along the project alignment 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 carbon monoxide hotspots. Therefore, the project would not expose sensitive receptors to substantial concentrations of carbon monoxide, and impacts would be less than significant.

2.3.4 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 were the parking lot left as−is. In addition, vehicles would be driving very slow due to liability issues and keeping the product undamaged (new cars). In any case, the project would be subject to standard conditions of project approval to minimize emissions and to maximize dust suppression onsite. Therefore, the project would not expose nearby sensitive receptors to substantial concentrations of fugitive dust emissions, and impacts would be less than significant.

2.3.5 Toxic Air Contaminants (TACs)

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 TACs as the project would serve as a temporary vehicle storage parking lot for vehicles coming from Port Hueneme. Therefore, the project would not expose nearby sensitive receptors to substantial concentrations of TACs, and impacts would be less than significant.

CEQA Appendix G Air Quality Threshold 4
Would the project result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

2.3.6 Objectionable Odor Impact

A project−related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. The project does not include any of the land uses identified by the VCAPCD as being 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 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 project would be consistent with all applicable rules and regulations governing construction equipment and processes. The project site is surrounded by similar and other industrial uses identified by the VCAPCD. The project would not create objectionable odors affecting a substantial number of people during construction or long−term operation. Therefore, the project would have no impact related to the creation of objectionable odors or generate objectionable odors affecting a substantial number of people. No impact would occur.

2.4 Cumulative Impacts

It is expected there would be little to no dust generated from the project during operation and construction impacts are subject to VCAPCD Rules 55, 55.1, and 55.2, these impacts would also be temporary as construction activities would end in 2022. The gravel is suitable in reducing fugitive dust emissions as compared to current conditions on the site. In addition, vehicles will be driving very slow due to liability issues and keeping the product (new cars) undamaged. In addition, the project would be subject to standard conditions of project approval including the VCAPCD rules mentioned above and City of Oxnard Stormwater Pollution Prevention Plan (SWPPP) to minimize emissions and to maximize dust suppress on site. Therefore, the project's contribution to cumulative regional long-term air quality impacts would not be cumulatively considerable.

3 Greenhouse Gases

3.1 Environmental and Regulatory Setting

3.1.1 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-twentieth 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 (CO_2), methane (CH_4), nitrous oxides (N_2O), fluorinated gases such as hydrofluorocarbons (HFCs) and perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). 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, CO_2 and CH_4 are emitted in the greatest quantities from human activities. Emissions of CO_2 are usually by-products of fossil fuel combustion, and CH_4 results from off-gassing associated with agricultural practices and landfills. Human-made GHGs, many of which have greater heat-absorption potential than CO_2, include fluorinated gases and SF_6 (United States Environmental Protection Agency [U.S. EPA] 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 (CO_2) is used to relate the amount of heat absorbed to the amount of the gas emitted, referred to as "carbon dioxide equivalent" (CO_2e), 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.

3.1.2 Greenhouse Gas Emissions Inventory

Global Emissions Inventory

Worldwide anthropogenic emissions of GHGs were approximately 46,000 million metric tons (MMT or gigatonne) CO_2e 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 CO_2e in 2018. Since 1990, total U.S. 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 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 (U.S. EPA 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 CO_2e 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 CO_2e (CARB 2019). The annual 2030 statewide target emissions level is 260 MMT of CO_2e (CARB 2017b).

3.1.3 Potential Effects of Climate Change

Globally, climate change has the potential to affect numerous environmental resources though 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 twenty-first century than were observed during the twentieth 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 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 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 CO_2 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 a third of the country's vegetables and two-thirds of the country's fruits and nuts (California Department of Food and Agriculture 2018). Higher CO_2 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).

3.1.4 Regulatory Setting

The following regulations address both climate change and GHG emissions.

Safer Affordable Fuel-Efficient Vehicles Rule

On April 30, 2020, the U.S. EPA and the National Highway Safety Administration published Part Two of the SAFE Vehicles Rule, which revised corporate average fuel economy and CO_2 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, CARB released off-model adjustment factors on June 26, 2020 to adjust GHG emissions outputs from the EMFAC model (CARB 2020a).

California Regulations

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. These initiatives 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 U.S. EPA 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 CO_2e. 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.

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 five

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).

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 State 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. Southern California Association of Government's (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 minimize 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 MT of CO_2e per year. Triggering of the 25,000 MT of CO_2e 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 provides 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.[2] 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 current Cap-and-Trade Program will end on December 31, 2020. 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.

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

[2] 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.

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 State 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 and Local Regulations

The Port of Hueneme, City of Oxnard, and County of Ventura do not currently have adopted Climate Action Plans. The City of Oxnard adopted its 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.

In addition, the VCAPCD 2016 AQMD 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 NAAQS. TCMs are based on SCAG's adopted 2016 Regional Transportation Plan/Sustainable Communities Strategy (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.

3.2 Impact Analysis

3.2.1 Methodology

Calculations of CO_2, CH_4, and N_2O emissions are provided to identify the magnitude and nature of the proposed project's potential GHG emissions and environmental effects. The analysis focuses on CO_2, CH_4, and N_2O because these make up 98.9 percent of all GHG emissions by volume (IPCC 2007) and are the GHG emissions that the project would emit in the largest quantities. Fluorinated gases, such as HFCs, PFCs, and SF_6, were also considered for the analysis. However, since fluorinated gases are primarily associated with industrial processes, and the proposed project involves an equipment storage yard, the quantity of fluorinated gases would not be significant. Emissions of all GHGs are converted into their equivalent GWP in MT of CO_2e. 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 project's construction and operational related GHG emissions were estimated using CalEEMod version 2016.3.2 in accordance with the methodologies outlined in Section 2.2.1, *Methodology*, in

Section 2, *Air Quality*. 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 South Coast Air Quality Management District's (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 project's total annual GHG emissions (SCAQMD 2008).

The project would be a temporary storage parking lot from operational year 2022 to 2027. The GHG operational emissions modeling were estimated using the anticipated closing year of the parking lot in 2027.

3.2.2 Significance Thresholds

Based on Appendix G of the CEQA Guidelines, impacts related to GHG emissions from the project would be significant if the project would:

1. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
2. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

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]).

The City and VCAPCD have not 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 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 the 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 the 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 the proposed 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 project would not be statutory or categorically exempt, and therefore Tier 1 does not apply. As previously stated, the City does not have a local, qualified GHG reduction plan for the project to tier off, and Tier 2 would not apply. Service population is defined as employees plus residents; due to the nature of the 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. 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 project. The 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.

3.3 Project Impacts

CEQA Appendix G Greenhouse Gas Threshold 1
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project construction would generate GHG emissions from the operation of heavy machinery, dirt importing and truck hauling for the proposed project. Construction of the proposed project would generate an estimated 193 MT of CO_2e. 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 project would generate an estimated 6.4 MT CO_2e per year (see Appendix A for CalEEMod output results).

As mentioned above under *Methodology*, upon completion of project construction, the project would include operational sources of GHG emissions such as daily trips to and from the Port of Hueneme in addition to energy for use of the guard tower trailer and water for landscaping. Operational emission would result in 55.9 MT CO_2e of per year (see Appendix A for CalEEMod output results). When combined with amortized construction emissions, the project would result in approximately 62.3 MT CO_2e per year, which would not exceed the project-specific threshold of 3,000 MT CO_2e per year threshold. Therefore, the proposed project would not result in a significant increase in GHG emissions, and impacts would be less than significant.

CEQA Appendix G Greenhouse Gas Threshold 2
Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

The City of Oxnard EAP, adopted in April 2013, 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. As a temporary outdoor storage facility for automobiles, the project would have minor energy and water use and would not result in substantial energy usage that would conflict with the goals of the EAP. Therefore, no impact would occur.

3.4 Cumulative Impacts

Analyses of GHGs are cumulative in nature because they affect the cumulative accumulation of GHGs in the atmosphere. Projects falling below the impact thresholds discussed above would have a less than significant impact, both individually and cumulatively. Therefore, the project's contribution to significant cumulative impacts related to GHG emissions is not cumulatively considerable.

4 Conclusions

All air quality impacts related to project construction and operation would be less than significant. The project would not generate population or employment growth; therefore, the project would be consistent with the AQMP. Project construction and operation would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in nonattainment (i.e., ozone, PM_{10}, and $PM_{2.5}$) and would not expose sensitive receptors to substantial pollutant concentrations from CO hotspots, TACs or fugitive dust. In addition, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

The project would generate approximately 62.3 MT of CO_2e per year, which would not exceed the project-specific threshold of 3,000 MT of CO_2e per year. Therefore, the project would not result in significant GHG emissions.

In addition, the project would be consistent with the City of Oxnard EAP and VCAPCD TCM strategies based on SCAG's adopted 2016 RTP/SCS and FTIP for reducing GHG emissions. Therefore, the project would not conflict with any applicable plans, policies, or regulations for the purpose of reducing GHG emissions.

5 References

California Air Pollution Control Officers Association (CAPCOA). 2008. CEQA and Climate Change: Addressing Climate Change through California Environmental Quality Act (CEQA). January 2008.

California Air Resources Board (CARB). 2011a. Staff Report: Initial Statement of Reasons for Proposed Rulemaking, Public Hearing to Consider the "LEV III" Amendments to the California Greenhouse Gas and Criteria Pollutant Exhaust and Evaporative Emission Standards and Test Procedures and to the On-Board Diagnostic System Requirements for Passenger Cars, Light-Duty Trucks, and Medium-Duty Vehicles, and to the Evaporative Emission Requirements for Heavy-Duty Vehicles. December 7, 2011. http://www.arb.ca.gov/regact/2012/leviiighg2012/levisor.pdf (accessed October 2020).

____. 2011b. Health Effects of Diesel Exhaust. http://www.arb.ca.gov/research/diesel/diesel-health.htm (accessed March 2020).

___. 2014. AB 32 Scoping Plan Website. Last modified: June 2014. http://www.arb.ca.gov/cc/scopingplan/scopingplan.htm (accessed October 2020).

____. 2016. "Ambient Air Quality Standards." May 4, 2016. http://www.arb.ca.gov/research/aaqs/aaqs2.pdf (accessed October 2020).

____. 2017a. "Area Designations Maps/State and National." Last modified: 2017. https://www.arb.ca.gov/desig/adm/adm.htm (accessed October 2020).

____. 2017b. California's 2017 Climate Change Scoping Plan. December 14, 2017. https://www.arb.ca.gov/cc/scopingplan/scoping_plan_2017.pdf (accessed October 2020).

____. 2018a. "California Greenhouse Gas Emission Inventory – 2018 Edition. Last modified: July 11, 2018. https://www.arb.ca.gov/cc/inventory/data/data.htm (accessed October 2020).

____. 2018b. Top 4 Summary: Select Pollutant, Years, & Area. https://www.arb.ca.gov/adam/topfour/topfour1.php (accessed October 2020).

____. 2019. "California Greenhouse Gas Emission Inventory – 2019 Edition. Last modified: August 12, 2019. https://ww3.arb.ca.gov/cc/inventory/data/data.htm (accessed July 2020).

____. 2020a. EMFAC Off-Model Adjustment Factors for Carbon Dioxide (CO2) Emissions to Account for the SAFE Vehicles Rule Part One and the Final SAFE Rule. June 26, 2020. https://ww3.arb.ca.gov/msei/emfac_off_model_co2_adjustment_factors_06262020-final.pdf?utm_medium=email&utm_source=govdelivery (accessed July 2020).

California Climate Change Center (CCCC). 2006. Climate Scenarios for California.

California Department of Food and Agriculture. 2018. "California Agricultural Production Statistics." Last modified: August 30, 2018. https://www.cdfa.ca.gov/statistics/ (accessed August 2019).

California Department of Water Resources. 2008. Managing an Uncertain Future: Climate Change Adaption Strategies for California's Water. October 2008. http://www.water.ca.gov/climatechange/docs/ClimateChangeWhitePaper.pdf (accessed October 2020).

California Environmental Protection Agency (CalEPA). 2006. Climate Action Team Report to Governor Schwarzenegger and the Legislature. March 2006.

California Natural Resources Agency. 2009. 2009 California Climate Adaptation Strategy. March 2009. Available at: http://resources.ca.gov/docs/climate/Statewide_Adaptation_Strategy.pdf (accessed October 2020).

Center for Climate and Energy Solutions. 2019. "California Cap and Trade." http://www.c2es.org/content/california-cap-and-trade/ (accessed October 2020).

Intergovernmental Panel on Climate Change (IPCC). 2007. Summary for Policymakers. In: Climate Change 2007: The Physical Science Basis. Contribution of Working Group I to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change.

____. 2014. Climate Change 2014: Mitigation of Climate Change. Summary for Policymakers - Contribution of Working Group III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change. Cambridge University Press, Cambridge, United Kingdom and New York, NY, USA.

____. 2015. Climate Change 2014 Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland.

____. 2018. Summary for Policymakers. Global warming of 1.5°C - An IPCC Special Report on the impacts of global warming of 1.5°C above pre-industrial levels and related global greenhouse gas emission pathways, in the context of strengthening the global response to the threat of climate change, sustainable development, and efforts to eradicate poverty. https://www.ipcc.ch/sr15/ (accessed October 2020).

National Oceanic and Atmospheric Administration. 2020. "Global Climate Report for Annual 2019." State of the Climate. January 2020. https://www.ncdc.noaa.gov/sotc/global/201813 (accessed October 2020).

National Highway Traffic Safety Administration. 2020. Part Two of the SAFE Vehicles Rule. https://www.govinfo.gov/content/pkg/FR-2020-07-08/pdf/2020-14642.pdf. (accessed October 2020).

Parmesan, C. 2006. Ecological and Evolutionary Responses to Recent Climate Change. August 2006.

Rincon Consultants, Inc. 2019a. City of Oxnard, Rio Urbana Project. Draft Initial Study-Mitigated Negative Declaration. July. Available at: https://www.oxnard.org/wp-content/uploads/2019/07/Rio-Urbana-Draft-CEQA-IS-MND.pdf

____. 2019b. City of Oxnard, Avalon Homes Project. Draft Environmental Impact Report. December. Available at: https://www.oxnard.org/wp-content/uploads/2019/12/AvalonHomesEIRDecember2019.pdf

South Coast Air Quality Management District (SCAQMD). 2008. Interim CEQA GHG Significance Threshold for Stationary Sources, Rules and Plans. December 5, 2008. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/ghgboardsynopsis.pdf?sfvrsn=2 (accessed October 2020).

____. 2010. Minutes for the GHG CEQA Significance Threshold Stakeholder Working Group #15. September 28, 2010. http://www.aqmd.gov/docs/default-source/ceqa/handbook/greenhouse-gases-(ghg)-ceqa-significance-thresholds/year-2008-2009/ghg-meeting-15/ghg-meeting-15-minutes.pdf?sfvrsn=2 (accessed October 2020).

State of California. 2018. California's Fourth Climate Change Assessment Statewide Summary Report. August 27, 2018. http://www.climateassessment.ca.gov/state/ (accessed October 2020).

United States Environmental Protection Agency (U.S. EPA). 2018. "Nonattainment Areas for Criteria Pollutants (Green Book)." Last modified: October 31, 2018. https://www.epa.gov/green-book, (accessed October 2020).

____. 2019 Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2017. U. S. EPA #430-R-19-001. April 2019. https://www.epa.gov/sites/production/files/2019-04/documents/us-ghg-inventory-2019-main-text.pdf (accessed October 2020).

____. 2020. Inventory of U.S. Greenhouse Gas Emissions and Sinks: 1990-2018. U. S. EPA #430-R-20-002. April 2020. https://www.epa.gov/ghgemissions/inventory-us-greenhouse-gas-emissions-and-sinks-1990-2018 (accessed October 2020).

Ventura County Air Pollution Control District (VCAPCD). 2003. Ventura County Air Quality Assessment Guidelines. http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf. (accessed October 2020).

____. 2006. Air Quality Assessment for CEQA. http://www.vcapcd.org/environmental-review.htm#What_about_greenhouse_gases_and_CEQA_

____. 2017. 2016 Ventura County Air Quality Management Plan. February 14, 2017. http://www.vcapcd.org/pubs/Planning/AQMP/2016/Final/Final-2016-Ventura-County-AQMP.pdf

World Meteorological Organization (WMO). 2013. A summary of current and climate change findings and figures: a WMO information note. March 2013. https://library.wmo.int/opac/index.php?lvl=notice_display&id=15892#.Wt9-Z8gvzIU (accessed October 2020).

____. 2020. "Greenhouse Gases." https://public.wmo.int/en/our-mandate/focus-areas/environment/greenhouse%20gases (accessed October 2020).

This page intentionally left blank.

Appendix A

CalEEMod Modeling Outputs

Port of Hueneme 34-acre Temporary Vehicle Storage Facility

Ventura County APCD Air District, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	33.17	Acre	33.17	1,444,885.20	0
City Park	0.53	Acre	0.53	23,086.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Based on site plan; recreational are irrigated landscaped areas

Construction Phase - Based on Client provided RFI; building install only 240 sf guardhouse, phase mostly installing fencing

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on Client provided RFI

Trips and VMT - Based on assumptions of 2 water truck (vendor) trips, 10 cy trucks for import material, and hauling distance to soil import site approx. 25 miles.

Grading - Based on client provided RFI; soil import assumed over grubbing/site prep/grading phases

Vehicle Trips - City park uses is for landscaping only. 240 trips from the Port to the project site, 24 shuttle trips back to the Port, and 28 employee trips per day for a total of 292 trips. No trips on Sunday except for 6 security guard trips.

Energy Use - Moblie solar light stands will be used.

Water And Wastewater - Water-efficient irrigation will be used for landscaping

Solid Waste - Landscaped areas won't produce solid waste

Land Use Change -

Construction Off-road Equipment Mitigation - Default to watering to 2 times per day to abide by SWPPP and VCAPCD Rule 55, 55.1 and 55.2.

Energy Mitigation - Assuming an 75 percent energy reduction due to use of solar light stands. The use of watch tower and trailer would require other non-renewable energy sources

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	5
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	45.00	20.00

tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	35.00	11.00
tblConstructionPhase	NumDays	20.00	34.00
tblGrading	MaterialImported	0.00	1,485.00
tblGrading	MaterialImported	0.00	1,485.00
tblGrading	MaterialImported	0.00	2,701.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grubbing
tblOffRoadEquipment	PhaseName		Grubbing
tblOffRoadEquipment	PhaseName		Grubbing
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripNumber	186.00	149.00

tblTripsAndVMT	HaulingTripNumber	186.00	149.00
tblTripsAndVMT	HaulingTripNumber	338.00	271.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	0.00	85.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	0.00	15.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	0.00	8.80
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	0.00	0.09
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	0.00	8.80

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	9.4390	24.9331	16.4857	0.0463	6.9867	1.0018	7.8639	3.4933	0.9507	4.4439	0.0000	4,510.3361	4,510.3361	0.9425	0.0000	4,527.8502
Maximum	**9.4390**	**24.9331**	**16.4857**	**0.0463**	**6.9867**	**1.0018**	**7.8639**	**3.4933**	**0.9507**	**4.4439**	**0.0000**	**4,510.3361**	**4,510.3361**	**0.9425**	**0.0000**	**4,527.8502**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2022	9.4390	24.9331	16.4857	0.0463	3.3859	1.0018	4.3877	1.6709	0.9507	2.6216	0.0000	4,510.3361	4,510.3361	0.9425	0.0000	4,527.8502
Maximum	**9.4390**	**24.9331**	**16.4857**	**0.0463**	**3.3859**	**1.0018**	**4.3877**	**1.6709**	**0.9507**	**2.6216**	**0.0000**	**4,510.3361**	**4,510.3361**	**0.9425**	**0.0000**	**4,527.8502**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**51.54**	**0.00**	**44.20**	**52.17**	**0.00**	**41.01**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7885	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2626	0.6989	1.3134	8.7000e-004	0.0000	2.0000e-003	2.0000e-003	0.0000	1.8600e-003	1.8600e-003		88.8895	88.8895	0.0174		89.3235
Total	**1.0511**	**0.6989**	**1.3169**	**8.7000e-004**	**0.0000**	**2.0100e-003**	**2.0100e-003**	**0.0000**	**1.8700e-003**	**1.8700e-003**		**88.8969**	**88.8969**	**0.0174**	**0.0000**	**89.3314**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.7885	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	0.2626	0.6989	1.3134	8.7000e-004	0.0000	2.0000e-003	2.0000e-003	0.0000	1.8600e-003	1.8600e-003		88.8895	88.8895	0.0174		89.3235
Total	**1.0511**	**0.6989**	**1.3169**	**8.7000e-004**	**0.0000**	**2.0100e-003**	**2.0100e-003**	**0.0000**	**1.8700e-003**	**1.8700e-003**		**88.8969**	**88.8969**	**0.0174**	**0.0000**	**89.3314**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grubbing	Site Preparation	4/1/2022	4/15/2022	5	11	
2	Site Preparation	Site Preparation	4/16/2022	4/29/2022	5	10	
3	Grading	Grading	4/30/2022	5/29/2022	5	20	
4	Building Installation & Fencing	Site Preparation	5/30/2022	7/30/2022	5	45	
5	Gravel Installation	Paving	8/1/2022	8/15/2022	5	11	
6	Landscaping	Site Preparation	8/16/2022	10/1/2022	5	34	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 33.17

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grubbing	Dumpers/Tenders	2	8.00	16	0.38
Grubbing	Generator Sets	1	8.00	84	0.74
Grubbing	Rubber Tired Dozers	1	8.00	247	0.40
Grubbing	Sweepers/Scrubbers	1	8.00	64	0.46

Grubbing	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Dumpers/Tenders	12	8.00	16	0.38
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Installation & Fencing	Cranes	0	7.00	231	0.29
Building Installation & Fencing	Forklifts	0	8.00	89	0.20
Building Installation & Fencing	Generator Sets	1	8.00	84	0.74
Building Installation & Fencing	Off-Highway Trucks	2	8.00	402	0.38
Building Installation & Fencing	Sweepers/Scrubbers	1	8.00	64	0.46
Building Installation & Fencing	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Installation & Fencing	Welders	0	8.00	46	0.45
Gravel Installation	Dumpers/Tenders	12	8.00	16	0.38
Gravel Installation	Generator Sets	1	8.00	84	0.74
Gravel Installation	Pavers	0	8.00	130	0.42
Gravel Installation	Paving Equipment	0	8.00	132	0.36
Gravel Installation	Rollers	0	8.00	80	0.38
Gravel Installation	Sweepers/Scrubbers	1	8.00	64	0.46

Landscaping	Air Compressors	0	6.00	78	0.48
Landscaping	Generator Sets	1	8.00	84	0.74
Landscaping	Off-Highway Trucks	1	8.00	402	0.38
Landscaping	Sweepers/Scrubbers	1	8.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grubbing	7	18.00	2.00	149.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	16	40.00	2.00	149.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	2.00	271.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Building Installation & Fencing	4	10.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Gravel Installation	14	35.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping	3	8.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grubbing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.0411	0.0000	6.0411	3.3131	0.0000	3.3131			0.0000			0.0000
Off-Road	1.8368	17.8051	14.1525	0.0254		0.8998	0.8998		0.8423	0.8423		2,420.6049	2,420.6049	0.5846		2,435.2207
Total	**1.8368**	**17.8051**	**14.1525**	**0.0254**	**6.0411**	**0.8998**	**6.9408**	**3.3131**	**0.8423**	**4.1554**		**2,420.6049**	**2,420.6049**	**0.5846**		**2,435.2207**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1058	3.5397	0.9920	0.0120	0.2950	0.0143	0.3093	0.0808	0.0137	0.0944		1,314.5466	1,314.5466	0.1245		1,317.6580
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0659	0.0376	0.4135	1.2700e-003	0.1479	1.0000e-003	0.1489	0.0392	9.2000e-004	0.0401		127.0376	127.0376	3.0300e-003		127.1133
Total	**0.1772**	**3.7584**	**1.4585**	**0.0137**	**0.4564**	**0.0158**	**0.4721**	**0.1239**	**0.0151**	**0.1389**		**1,494.8442**	**1,494.8442**	**0.1318**		**1,498.1392**

3.2 Grubbing - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7185	0.0000	2.7185	1.4909	0.0000	1.4909			0.0000			0.0000
Off-Road	1.8368	17.8051	14.1525	0.0254		0.8998	0.8998		0.8423	0.8423	0.0000	2,420.6049	2,420.6049	0.5846		2,435.2207
Total	**1.8368**	**17.8051**	**14.1525**	**0.0254**	**2.7185**	**0.8998**	**3.6182**	**1.4909**	**0.8423**	**2.3332**	**0.0000**	**2,420.6049**	**2,420.6049**	**0.5846**		**2,435.2207**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1058	3.5397	0.9920	0.0120	0.2950	0.0143	0.3093	0.0808	0.0137	0.0944		1,314.5466	1,314.5466	0.1245		1,317.6580
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0659	0.0376	0.4135	1.2700e-003	0.1479	1.0000e-003	0.1489	0.0392	9.2000e-004	0.0401		127.0376	127.0376	3.0300e-003		127.1133
Total	**0.1772**	**3.7584**	**1.4585**	**0.0137**	**0.4564**	**0.0158**	**0.4721**	**0.1239**	**0.0151**	**0.1389**		**1,494.8442**	**1,494.8442**	**0.1318**		**1,498.1392**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.0430	0.0000	6.0430	3.3134	0.0000	3.3134			0.0000			0.0000
Off-Road	2.4066	20.7748	14.4227	0.0298		0.9834	0.9834		0.9331	0.9331		2,728.7691	2,728.7691	0.5526		2,742.5846
Total	**2.4066**	**20.7748**	**14.4227**	**0.0298**	**6.0430**	**0.9834**	**7.0263**	**3.3134**	**0.9331**	**4.2465**		**2,728.7691**	**2,728.7691**	**0.5526**		**2,742.5846**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1163	3.8936	1.0912	0.0132	0.3245	0.0157	0.3402	0.0888	0.0150	0.1039		1,446.0012	1,446.0012	0.1369		1,449.4238
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.1464	0.0837	0.9188	2.8300e-003	0.3286	2.2200e-003	0.3308	0.0872	2.0500e-003	0.0892		282.3057	282.3057	6.7300e-003		282.4739
Total	**0.2683**	**4.1583**	**2.0630**	**0.0165**	**0.6666**	**0.0184**	**0.6850**	**0.1799**	**0.0176**	**0.1974**		**1,781.5670**	**1,781.5670**	**0.1480**		**1,785.2656**

3.3 Site Preparation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.7193	0.0000	2.7193	1.4910	0.0000	1.4910			0.0000			0.0000
Off-Road	2.4066	20.7748	14.4227	0.0298		0.9834	0.9834		0.9331	0.9331	0.0000	2,728.7691	2,728.7691	0.5526		2,742.5846
Total	**2.4066**	**20.7748**	**14.4227**	**0.0298**	**2.7193**	**0.9834**	**3.7027**	**1.4910**	**0.9331**	**2.4241**	**0.0000**	**2,728.7691**	**2,728.7691**	**0.5526**		**2,742.5846**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1163	3.8936	1.0912	0.0132	0.3245	0.0157	0.3402	0.0888	0.0150	0.1039		1,446.0012	1,446.0012	0.1369		1,449.4238
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.1464	0.0837	0.9188	2.8300e-003	0.3286	2.2200e-003	0.3308	0.0872	2.0500e-003	0.0892		282.3057	282.3057	6.7300e-003		282.4739
Total	**0.2683**	**4.1583**	**2.0630**	**0.0165**	**0.6666**	**0.0184**	**0.6850**	**0.1799**	**0.0176**	**0.1974**		**1,781.5670**	**1,781.5670**	**0.1480**		**1,785.2656**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5713	0.0000	6.5713	3.3704	0.0000	3.3704			0.0000			0.0000
Off-Road	1.8156	19.0337	11.1071	0.0248		0.8617	0.8617		0.8053	0.8053		2,372.0047	2,372.0047	0.5877		2,386.6967
Total	**1.8156**	**19.0337**	**11.1071**	**0.0248**	**6.5713**	**0.8617**	**7.4331**	**3.3704**	**0.8053**	**4.1757**		**2,372.0047**	**2,372.0047**	**0.5877**		**2,386.6967**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1058	3.5409	0.9923	0.0120	0.2951	0.0143	0.3094	0.0808	0.0137	0.0945		1,314.9877	1,314.9877	0.1245		1,318.1001
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0476	0.0272	0.2986	9.2000e-004	0.1068	7.2000e-004	0.1075	0.0283	6.6000e-004	0.0290		91.7494	91.7494	2.1900e-003		91.8040
Total	**0.1589**	**3.7491**	**1.3440**	**0.0134**	**0.4154**	**0.0155**	**0.4309**	**0.1130**	**0.0148**	**0.1278**		**1,459.9971**	**1,459.9971**	**0.1310**		**1,463.2721**

3.4 Grading - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					2.9571	0.0000	2.9571	1.5167	0.0000	1.5167			0.0000			0.0000
Off-Road	1.8156	19.0337	11.1071	0.0248		0.8617	0.8617		0.8053	0.8053	0.0000	2,372.0047	2,372.0047	0.5877		2,386.6967
Total	**1.8156**	**19.0337**	**11.1071**	**0.0248**	**2.9571**	**0.8617**	**3.8188**	**1.5167**	**0.8053**	**2.3220**	**0.0000**	**2,372.0047**	**2,372.0047**	**0.5877**		**2,386.6967**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.1058	3.5409	0.9923	0.0120	0.2951	0.0143	0.3094	0.0808	0.0137	0.0945		1,314.9877	1,314.9877	0.1245		1,318.1001
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0476	0.0272	0.2986	9.2000e-004	0.1068	7.2000e-004	0.1075	0.0283	6.6000e-004	0.0290		91.7494	91.7494	2.1900e-003		91.8040
Total	**0.1589**	**3.7491**	**1.3440**	**0.0134**	**0.4154**	**0.0155**	**0.4309**	**0.1130**	**0.0148**	**0.1278**		**1,459.9971**	**1,459.9971**	**0.1310**		**1,463.2721**

3.5 Building Installation & Fencing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.5802	12.7586	12.3104	0.0356		0.5593	0.5593		0.5263	0.5263		3,427.1816	3,427.1816	0.9365		3,450.5945
Total	**1.5802**	**12.7586**	**12.3104**	**0.0356**	**0.0000**	**0.5593**	**0.5593**	**0.0000**	**0.5263**	**0.5263**		**3,427.1816**	**3,427.1816**	**0.9365**		**3,450.5945**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	**0.0422**	**0.2020**	**0.2827**	**1.2000e-003**	**0.0957**	**1.0500e-003**	**0.0967**	**0.0257**	**9.8000e-004**	**0.0267**		**123.8365**	**123.8365**	**6.0000e-003**		**123.9864**

3.5 Building Installation & Fencing - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.5802	12.7586	12.3104	0.0356		0.5593	0.5593		0.5263	0.5263	0.0000	3,427.1816	3,427.1816	0.9365		3,450.5945
Total	**1.5802**	**12.7586**	**12.3104**	**0.0356**	**0.0000**	**0.5593**	**0.5593**	**0.0000**	**0.5263**	**0.5263**	**0.0000**	**3,427.1816**	**3,427.1816**	**0.9365**		**3,450.5945**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0366	0.0209	0.2297	7.1000e-004	0.0822	5.6000e-004	0.0827	0.0218	5.1000e-004	0.0223		70.5764	70.5764	1.6800e-003		70.6185
Total	**0.0422**	**0.2020**	**0.2827**	**1.2000e-003**	**0.0957**	**1.0500e-003**	**0.0967**	**0.0257**	**9.8000e-004**	**0.0267**		**123.8365**	**123.8365**	**6.0000e-003**		**123.9864**

3.6 Gravel Installation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4048	10.3055	8.6027	0.0181		0.4759	0.4759		0.4662	0.4662		1,600.4948	1,600.4948	0.1877		1,605.1876
Paving	7.9005					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**9.3053**	**10.3055**	**8.6027**	**0.0181**		**0.4759**	**0.4759**		**0.4662**	**0.4662**		**1,600.4948**	**1,600.4948**	**0.1877**		**1,605.1876**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.1281	0.0732	0.8040	2.4800e-003	0.2875	1.9400e-003	0.2895	0.0763	1.7900e-003	0.0781		247.0175	247.0175	5.8900e-003		247.1647
Total	**0.1337**	**0.2543**	**0.8570**	**2.9700e-003**	**0.3010**	**2.4300e-003**	**0.3035**	**0.0802**	**2.2600e-003**	**0.0824**		**300.2775**	**300.2775**	**0.0102**		**300.5326**

3.6 Gravel Installation - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.4048	10.3055	8.6027	0.0181		0.4759	0.4759		0.4662	0.4662	0.0000	1,600.4948	1,600.4948	0.1877		1,605.1876
Paving	7.9005					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**9.3053**	**10.3055**	**8.6027**	**0.0181**		**0.4759**	**0.4759**		**0.4662**	**0.4662**	**0.0000**	**1,600.4948**	**1,600.4948**	**0.1877**		**1,605.1876**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.1281	0.0732	0.8040	2.4800e-003	0.2875	1.9400e-003	0.2895	0.0763	1.7900e-003	0.0781		247.0175	247.0175	5.8900e-003		247.1647
Total	**0.1337**	**0.2543**	**0.8570**	**2.9700e-003**	**0.3010**	**2.4300e-003**	**0.3035**	**0.0802**	**2.2600e-003**	**0.0824**		**300.2775**	**300.2775**	**0.0102**		**300.5326**

3.7 Landscaping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.0518	8.7448	8.9517	0.0223		0.4134	0.4134		0.3920	0.3920		2,148.1963	2,148.1963	0.5229		2,161.2680
Total	**1.0518**	**8.7448**	**8.9517**	**0.0223**	**0.0000**	**0.4134**	**0.4134**	**0.0000**	**0.3920**	**0.3920**		**2,148.1963**	**2,148.1963**	**0.5229**		**2,161.2680**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0293	0.0167	0.1838	5.7000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		56.4612	56.4612	1.3500e-003		56.4948
Total	**0.0348**	**0.1978**	**0.2368**	**1.0600e-003**	**0.0792**	**9.3000e-004**	**0.0802**	**0.0213**	**8.8000e-004**	**0.0222**		**109.7212**	**109.7212**	**5.6700e-003**		**109.8627**

3.7 Landscaping - 2022

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.0518	8.7448	8.9517	0.0223		0.4134	0.4134		0.3920	0.3920	0.0000	2,148.1963	2,148.1963	0.5229		2,161.2680
Total	**1.0518**	**8.7448**	**8.9517**	**0.0223**	**0.0000**	**0.4134**	**0.4134**	**0.0000**	**0.3920**	**0.3920**	**0.0000**	**2,148.1963**	**2,148.1963**	**0.5229**		**2,161.2680**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	5.5600e-003	0.1811	0.0530	4.9000e-004	0.0135	4.9000e-004	0.0140	3.8900e-003	4.7000e-004	4.3600e-003		53.2600	53.2600	4.3200e-003		53.3680
Worker	0.0293	0.0167	0.1838	5.7000e-004	0.0657	4.4000e-004	0.0662	0.0174	4.1000e-004	0.0178		56.4612	56.4612	1.3500e-003		56.4948
Total	**0.0348**	**0.1978**	**0.2368**	**1.0600e-003**	**0.0792**	**9.3000e-004**	**0.0802**	**0.0213**	**8.8000e-004**	**0.0222**		**109.7212**	**109.7212**	**5.6700e-003**		**109.8627**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2626	0.6989	1.3134	8.7000e-004	0.0000	2.0000e-003	2.0000e-003	0.0000	1.8600e-003	1.8600e-003		88.8895	88.8895	0.0174		89.3235
Unmitigated	0.2626	0.6989	1.3134	8.7000e-004	0.0000	2.0000e-003	2.0000e-003	0.0000	1.8600e-003	1.8600e-003		88.8895	88.8895	0.0174		89.3235

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	291.90	291.90	2.99		
Total	291.90	291.90	2.99		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	15.00	85.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490
Parking Lot	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.7885	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003
Unmitigated	0.7885	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5130					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2000e-004	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003
Total	**0.7885**	**3.0000e-005**	**3.4500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**7.3800e-003**	**7.3800e-003**	**2.0000e-005**		**7.8600e-003**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2752					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.5130					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	3.2000e-004	3.0000e-005	3.4500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		7.3800e-003	7.3800e-003	2.0000e-005		7.8600e-003
Total	**0.7885**	**3.0000e-005**	**3.4500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**7.3800e-003**	**7.3800e-003**	**2.0000e-005**		**7.8600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Port of Hueneme 34-acre Temporary Vehicle Storage Facility

Ventura County APCD Air District, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Parking Lot	33.17	Acre	33.17	1,444,885.20	0
City Park	0.53	Acre	0.53	23,086.80	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.6	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2022
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Port of Hueneme 34-acre Temporary Vehicle Storage Facility - Ventura County APCD Air District, Annual

Project Characteristics -

Land Use - Based on site plan; recreational are irrigated landscaped areas

Construction Phase - Based on Client provided RFI; building install only 240 sf guardhouse, phase mostly installing fencing

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on client provided RFI

Off-road Equipment - Based on Client provided RFI

Trips and VMT - Based on assumptions of 2 water truck (vendor) trips, 10 cy trucks for import material, and hauling distance to soil import site approx. 25 miles.

Grading - Based on client provided RFI; soil import assumed over grubbing/site prep/grading phases

Vehicle Trips - City park uses is for landscaping only. 240 trips from the Port to the project site, 24 shuttle trips back to the Port, and 28 employee trips per day for a total of 292 trips. No trips on Sunday except for 6 security guard trips.

Energy Use - Moblie solar light stands will be used.

Water And Wastewater - Water-efficient irrigation will be used for landscaping

Solid Waste - Landscaped areas won't produce solid waste

Land Use Change -

Construction Off-road Equipment Mitigation - Default to watering to 2 times per day to abide by SWPPP and VCAPCD Rule 55, 55.1 and 55.2.

Energy Mitigation - Assuming an 75 percent energy reduction due to use of solar light stands. The use of watch tower and trailer would require other non-renewable energy sources

Operational Off-Road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	5
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	20.00	10.00
tblConstructionPhase	NumDays	45.00	20.00

tblConstructionPhase	NumDays	20.00	45.00
tblConstructionPhase	NumDays	35.00	11.00
tblConstructionPhase	NumDays	20.00	34.00
tblGrading	MaterialImported	0.00	1,485.00
tblGrading	MaterialImported	0.00	1,485.00
tblGrading	MaterialImported	0.00	2,701.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	0.00	1.00
tblOffRoadEquipment	PhaseName		Grubbing
tblOffRoadEquipment	PhaseName		Grubbing
tblOffRoadEquipment	PhaseName		Grubbing
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripLength	20.00	25.00
tblTripsAndVMT	HaulingTripNumber	186.00	149.00

tblTripsAndVMT	HaulingTripNumber	186.00	149.00
tblTripsAndVMT	HaulingTripNumber	338.00	271.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblTripsAndVMT	VendorTripNumber	0.00	2.00
tblVehicleTrips	CC_TL	7.30	0.00
tblVehicleTrips	CC_TTP	48.00	0.00
tblVehicleTrips	CC_TTP	0.00	85.00
tblVehicleTrips	CNW_TL	7.30	0.00
tblVehicleTrips	CNW_TTP	19.00	0.00
tblVehicleTrips	CW_TL	9.50	0.00
tblVehicleTrips	CW_TTP	33.00	0.00
tblVehicleTrips	CW_TTP	0.00	15.00
tblVehicleTrips	DV_TP	28.00	0.00
tblVehicleTrips	PB_TP	6.00	0.00
tblVehicleTrips	PR_TP	66.00	0.00
tblVehicleTrips	ST_TR	22.75	0.00
tblVehicleTrips	ST_TR	0.00	8.80
tblVehicleTrips	SU_TR	16.74	0.00
tblVehicleTrips	SU_TR	0.00	0.09
tblVehicleTrips	WD_TR	1.89	0.00
tblVehicleTrips	WD_TR	0.00	8.80

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1506	0.9737	0.7834	2.1700e-003	0.1440	0.0411	0.1851	0.0725	0.0388	0.1113	0.0000	191.8387	191.8387	0.0416	0.0000	192.8789
Maximum	**0.1506**	**0.9737**	**0.7834**	**2.1700e-003**	**0.1440**	**0.0411**	**0.1851**	**0.0725**	**0.0388**	**0.1113**	**0.0000**	**191.8387**	**191.8387**	**0.0416**	**0.0000**	**192.8789**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2022	0.1506	0.9737	0.7834	2.1700e-003	0.0730	0.0411	0.1141	0.0349	0.0388	0.0736	0.0000	191.8386	191.8386	0.0416	0.0000	192.8787
Maximum	**0.1506**	**0.9737**	**0.7834**	**2.1700e-003**	**0.0730**	**0.0411**	**0.1141**	**0.0349**	**0.0388**	**0.0736**	**0.0000**	**191.8386**	**191.8386**	**0.0416**	**0.0000**	**192.8787**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**49.31**	**0.00**	**38.37**	**51.94**	**0.00**	**33.85**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	4-1-2022	6-30-2022	0.6948	0.6948
2	7-1-2022	9-30-2022	0.4278	0.4278
		Highest	0.6948	0.6948

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1439	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	161.1300	161.1300	6.6500e-003	1.3800e-003	161.7064
Mobile	0.0405	0.1099	0.1849	1.4000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	2.8000e-004	2.8000e-004	0.0000	13.1712	13.1712	2.2900e-003	0.0000	13.2284
Waste						0.0000	0.0000		0.0000	0.0000	0.0102	0.0000	0.0102	6.0000e-004	0.0000	0.0252
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.2354	2.2354	9.0000e-005	2.0000e-005	2.2434
Total	**0.1843**	**0.1099**	**0.1852**	**1.4000e-004**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0102**	**176.5371**	**176.5473**	**9.6300e-003**	**1.4000e-003**	**177.2040**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.1439	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	40.2825	40.2825	1.6600e-003	3.4000e-004	40.4266
Mobile	0.0405	0.1099	0.1849	1.4000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	2.8000e-004	2.8000e-004	0.0000	13.1712	13.1712	2.2900e-003	0.0000	13.2284
Waste						0.0000	0.0000		0.0000	0.0000	0.0102	0.0000	0.0102	6.0000e-004	0.0000	0.0252
Water						0.0000	0.0000		0.0000	0.0000	0.0000	2.2354	2.2354	9.0000e-005	2.0000e-005	2.2434
Total	**0.1843**	**0.1099**	**0.1852**	**1.4000e-004**	**0.0000**	**3.0000e-004**	**3.0000e-004**	**0.0000**	**2.8000e-004**	**2.8000e-004**	**0.0102**	**55.6897**	**55.6998**	**4.6400e-003**	**3.6000e-004**	**55.9242**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**68.45**	**68.45**	**51.82**	**74.29**	**68.44**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Grubbing	Site Preparation	4/1/2022	4/15/2022	5	11	
2	Site Preparation	Site Preparation	4/16/2022	4/29/2022	5	10	
3	Grading	Grading	4/30/2022	5/29/2022	5	20	
4	Building Installation & Fencing	Site Preparation	5/30/2022	7/30/2022	5	45	
5	Gravel Installation	Paving	8/1/2022	8/15/2022	5	11	
6	Landscaping	Site Preparation	8/16/2022	10/1/2022	5	34	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 10

Acres of Paving: 33.17

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

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Grubbing	Dumpers/Tenders	2	8.00	16	0.38
Grubbing	Generator Sets	1	8.00	84	0.74
Grubbing	Rubber Tired Dozers	1	8.00	247	0.40
Grubbing	Sweepers/Scrubbers	1	8.00	64	0.46
Grubbing	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Dumpers/Tenders	12	8.00	16	0.38
Site Preparation	Generator Sets	1	8.00	84	0.74
Site Preparation	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Sweepers/Scrubbers	1	8.00	64	0.46
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

Grading	Excavators	0	8.00	158	0.38
Grading	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Grading	Plate Compactors	1	8.00	8	0.43
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Sweepers/Scrubbers	1	8.00	64	0.46
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Installation & Fencing	Cranes	0	7.00	231	0.29
Building Installation & Fencing	Forklifts	0	8.00	89	0.20
Building Installation & Fencing	Generator Sets	1	8.00	84	0.74
Building Installation & Fencing	Off-Highway Trucks	2	8.00	402	0.38
Building Installation & Fencing	Sweepers/Scrubbers	1	8.00	64	0.46
Building Installation & Fencing	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Installation & Fencing	Welders	0	8.00	46	0.45
Gravel Installation	Dumpers/Tenders	12	8.00	16	0.38
Gravel Installation	Generator Sets	1	8.00	84	0.74
Gravel Installation	Pavers	0	8.00	130	0.42
Gravel Installation	Paving Equipment	0	8.00	132	0.36
Gravel Installation	Rollers	0	8.00	80	0.38
Gravel Installation	Sweepers/Scrubbers	1	8.00	64	0.46
Landscaping	Air Compressors	0	6.00	78	0.48
Landscaping	Generator Sets	1	8.00	84	0.74
Landscaping	Off-Highway Trucks	1	8.00	402	0.38
Landscaping	Sweepers/Scrubbers	1	8.00	64	0.46

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Grubbing	7	18.00	2.00	149.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	16	40.00	2.00	149.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Grading	5	13.00	2.00	271.00	10.80	7.30	25.00	LD_Mix	HDT_Mix	HHDT
Building Installation & Fencing	4	10.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Gravel Installation	14	35.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping	3	8.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Grubbing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0332	0.0000	0.0332	0.0182	0.0000	0.0182	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0101	0.0979	0.0778	1.4000e-004		4.9500e-003	4.9500e-003		4.6300e-003	4.6300e-003	0.0000	12.0777	12.0777	2.9200e-003	0.0000	12.1506
Total	**0.0101**	**0.0979**	**0.0778**	**1.4000e-004**	**0.0332**	**4.9500e-003**	**0.0382**	**0.0182**	**4.6300e-003**	**0.0229**	**0.0000**	**12.0777**	**12.0777**	**2.9200e-003**	**0.0000**	**12.1506**

3.2 Grubbing - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0197	5.3000e-003	7.0000e-005	1.6000e-003	8.0000e-005	1.6700e-003	4.4000e-004	7.0000e-005	5.1000e-004	0.0000	6.6101	6.6101	6.1000e-004	0.0000	6.6254
Vendor	3.0000e-005	1.0100e-003	2.7000e-004	0.0000	7.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2697	0.2697	2.0000e-005	0.0000	0.2702
Worker	3.2000e-004	2.0000e-004	2.2500e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6390	0.6390	2.0000e-005	0.0000	0.6394
Total	**9.2000e-004**	**0.0209**	**7.8200e-003**	**8.0000e-005**	**2.4700e-003**	**9.0000e-005**	**2.5500e-003**	**6.7000e-004**	**8.0000e-005**	**7.5000e-004**	**0.0000**	**7.5187**	**7.5187**	**6.5000e-004**	**0.0000**	**7.5349**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0150	0.0000	0.0150	8.2000e-003	0.0000	8.2000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0101	0.0979	0.0778	1.4000e-004		4.9500e-003	4.9500e-003		4.6300e-003	4.6300e-003	0.0000	12.0776	12.0776	2.9200e-003	0.0000	12.1506
Total	**0.0101**	**0.0979**	**0.0778**	**1.4000e-004**	**0.0150**	**4.9500e-003**	**0.0199**	**8.2000e-003**	**4.6300e-003**	**0.0128**	**0.0000**	**12.0776**	**12.0776**	**2.9200e-003**	**0.0000**	**12.1506**

3.2 Grubbing - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0197	5.3000e-003	7.0000e-005	1.6000e-003	8.0000e-005	1.6700e-003	4.4000e-004	7.0000e-005	5.1000e-004	0.0000	6.6101	6.6101	6.1000e-004	0.0000	6.6254
Vendor	3.0000e-005	1.0100e-003	2.7000e-004	0.0000	7.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2697	0.2697	2.0000e-005	0.0000	0.2702
Worker	3.2000e-004	2.0000e-004	2.2500e-003	1.0000e-005	8.0000e-004	1.0000e-005	8.0000e-004	2.1000e-004	1.0000e-005	2.2000e-004	0.0000	0.6390	0.6390	2.0000e-005	0.0000	0.6394
Total	**9.2000e-004**	**0.0209**	**7.8200e-003**	**8.0000e-005**	**2.4700e-003**	**9.0000e-005**	**2.5500e-003**	**6.7000e-004**	**8.0000e-005**	**7.5000e-004**	**0.0000**	**7.5187**	**7.5187**	**6.5000e-004**	**0.0000**	**7.5349**

3.3 Site Preparation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0302	0.0000	0.0302	0.0166	0.0000	0.0166	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.1039	0.0721	1.5000e-004		4.9200e-003	4.9200e-003		4.6700e-003	4.6700e-003	0.0000	12.3775	12.3775	2.5100e-003	0.0000	12.4402
Total	**0.0120**	**0.1039**	**0.0721**	**1.5000e-004**	**0.0302**	**4.9200e-003**	**0.0351**	**0.0166**	**4.6700e-003**	**0.0212**	**0.0000**	**12.3775**	**12.3775**	**2.5100e-003**	**0.0000**	**12.4402**

3.3 Site Preparation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0197	5.3000e-003	7.0000e-005	1.6000e-003	8.0000e-005	1.6700e-003	4.4000e-004	7.0000e-005	5.1000e-004	0.0000	6.6101	6.6101	6.1000e-004	0.0000	6.6254
Vendor	3.0000e-005	9.2000e-004	2.5000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2451	0.2451	2.0000e-005	0.0000	0.2456
Worker	6.5000e-004	4.0000e-004	4.5500e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2909	1.2909	3.0000e-005	0.0000	1.2917
Total	**1.2500e-003**	**0.0210**	**0.0101**	**8.0000e-005**	**3.2800e-003**	**9.0000e-005**	**3.3600e-003**	**8.9000e-004**	**8.0000e-005**	**9.7000e-004**	**0.0000**	**8.1461**	**8.1461**	**6.6000e-004**	**0.0000**	**8.1626**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0136	0.0000	0.0136	7.4600e-003	0.0000	7.4600e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0120	0.1039	0.0721	1.5000e-004		4.9200e-003	4.9200e-003		4.6700e-003	4.6700e-003	0.0000	12.3775	12.3775	2.5100e-003	0.0000	12.4401
Total	**0.0120**	**0.1039**	**0.0721**	**1.5000e-004**	**0.0136**	**4.9200e-003**	**0.0185**	**7.4600e-003**	**4.6700e-003**	**0.0121**	**0.0000**	**12.3775**	**12.3775**	**2.5100e-003**	**0.0000**	**12.4401**

3.3 Site Preparation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	5.7000e-004	0.0197	5.3000e-003	7.0000e-005	1.6000e-003	8.0000e-005	1.6700e-003	4.4000e-004	7.0000e-005	5.1000e-004	0.0000	6.6101	6.6101	6.1000e-004	0.0000	6.6254
Vendor	3.0000e-005	9.2000e-004	2.5000e-004	0.0000	7.0000e-005	0.0000	7.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2451	0.2451	2.0000e-005	0.0000	0.2456
Worker	6.5000e-004	4.0000e-004	4.5500e-003	1.0000e-005	1.6100e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.2909	1.2909	3.0000e-005	0.0000	1.2917
Total	**1.2500e-003**	**0.0210**	**0.0101**	**8.0000e-005**	**3.2800e-003**	**9.0000e-005**	**3.3600e-003**	**8.9000e-004**	**8.0000e-005**	**9.7000e-004**	**0.0000**	**8.1461**	**8.1461**	**6.6000e-004**	**0.0000**	**8.1626**

3.4 Grading - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0657	0.0000	0.0657	0.0337	0.0000	0.0337	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1903	0.1111	2.5000e-004		8.6200e-003	8.6200e-003		8.0500e-003	8.0500e-003	0.0000	21.5185	21.5185	5.3300e-003	0.0000	21.6518
Total	**0.0182**	**0.1903**	**0.1111**	**2.5000e-004**	**0.0657**	**8.6200e-003**	**0.0743**	**0.0337**	**8.0500e-003**	**0.0418**	**0.0000**	**21.5185**	**21.5185**	**5.3300e-003**	**0.0000**	**21.6518**

3.4 Grading - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0400e-003	0.0358	9.6400e-003	1.2000e-004	2.9000e-003	1.4000e-004	3.0400e-003	8.0000e-004	1.3000e-004	9.3000e-004	0.0000	12.0223	12.0223	1.1100e-003	0.0000	12.0501
Vendor	5.0000e-005	1.8300e-003	5.0000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4903	0.4903	4.0000e-005	0.0000	0.4912
Worker	4.2000e-004	2.6000e-004	2.9600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8391	0.8391	2.0000e-005	0.0000	0.8396
Total	**1.5100e-003**	**0.0379**	**0.0131**	**1.4000e-004**	**4.0800e-003**	**1.5000e-004**	**4.2400e-003**	**1.1200e-003**	**1.4000e-004**	**1.2600e-003**	**0.0000**	**13.3517**	**13.3517**	**1.1700e-003**	**0.0000**	**13.3809**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0296	0.0000	0.0296	0.0152	0.0000	0.0152	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0182	0.1903	0.1111	2.5000e-004		8.6200e-003	8.6200e-003		8.0500e-003	8.0500e-003	0.0000	21.5184	21.5184	5.3300e-003	0.0000	21.6517
Total	**0.0182**	**0.1903**	**0.1111**	**2.5000e-004**	**0.0296**	**8.6200e-003**	**0.0382**	**0.0152**	**8.0500e-003**	**0.0232**	**0.0000**	**21.5184**	**21.5184**	**5.3300e-003**	**0.0000**	**21.6517**

3.4 Grading - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	1.0400e-003	0.0358	9.6400e-003	1.2000e-004	2.9000e-003	1.4000e-004	3.0400e-003	8.0000e-004	1.3000e-004	9.3000e-004	0.0000	12.0223	12.0223	1.1100e-003	0.0000	12.0501
Vendor	5.0000e-005	1.8300e-003	5.0000e-004	1.0000e-005	1.3000e-004	0.0000	1.4000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.4903	0.4903	4.0000e-005	0.0000	0.4912
Worker	4.2000e-004	2.6000e-004	2.9600e-003	1.0000e-005	1.0500e-003	1.0000e-005	1.0600e-003	2.8000e-004	1.0000e-005	2.9000e-004	0.0000	0.8391	0.8391	2.0000e-005	0.0000	0.8396
Total	**1.5100e-003**	**0.0379**	**0.0131**	**1.4000e-004**	**4.0800e-003**	**1.5000e-004**	**4.2400e-003**	**1.1200e-003**	**1.4000e-004**	**1.2600e-003**	**0.0000**	**13.3517**	**13.3517**	**1.1700e-003**	**0.0000**	**13.3809**

3.5 Building Installation & Fencing - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0356	0.2871	0.2770	8.0000e-004		0.0126	0.0126		0.0118	0.0118	0.0000	69.9545	69.9545	0.0191	0.0000	70.4324
Total	**0.0356**	**0.2871**	**0.2770**	**8.0000e-004**	**0.0000**	**0.0126**	**0.0126**	**0.0000**	**0.0118**	**0.0118**	**0.0000**	**69.9545**	**69.9545**	**0.0191**	**0.0000**	**70.4324**

3.5 Building Installation & Fencing - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.1300e-003	1.1200e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.1031	1.1031	9.0000e-005	0.0000	1.1053
Worker	7.3000e-004	4.5000e-004	5.1200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4523	1.4523	3.0000e-005	0.0000	1.4531
Total	**8.5000e-004**	**4.5800e-003**	**6.2400e-003**	**3.0000e-005**	**2.1100e-003**	**2.0000e-005**	**2.1400e-003**	**5.7000e-004**	**2.0000e-005**	**5.9000e-004**	**0.0000**	**2.5554**	**2.5554**	**1.2000e-004**	**0.0000**	**2.5584**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0356	0.2871	0.2770	8.0000e-004		0.0126	0.0126		0.0118	0.0118	0.0000	69.9544	69.9544	0.0191	0.0000	70.4323
Total	**0.0356**	**0.2871**	**0.2770**	**8.0000e-004**	**0.0000**	**0.0126**	**0.0126**	**0.0000**	**0.0118**	**0.0118**	**0.0000**	**69.9544**	**69.9544**	**0.0191**	**0.0000**	**70.4323**

3.5 Building Installation & Fencing - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	1.2000e-004	4.1300e-003	1.1200e-003	1.0000e-005	3.0000e-004	1.0000e-005	3.1000e-004	9.0000e-005	1.0000e-005	1.0000e-004	0.0000	1.1031	1.1031	9.0000e-005	0.0000	1.1053
Worker	7.3000e-004	4.5000e-004	5.1200e-003	2.0000e-005	1.8100e-003	1.0000e-005	1.8300e-003	4.8000e-004	1.0000e-005	4.9000e-004	0.0000	1.4523	1.4523	3.0000e-005	0.0000	1.4531
Total	**8.5000e-004**	**4.5800e-003**	**6.2400e-003**	**3.0000e-005**	**2.1100e-003**	**2.0000e-005**	**2.1400e-003**	**5.7000e-004**	**2.0000e-005**	**5.9000e-004**	**0.0000**	**2.5554**	**2.5554**	**1.2000e-004**	**0.0000**	**2.5584**

3.6 Gravel Installation - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7300e-003	0.0567	0.0473	1.0000e-004		2.6200e-003	2.6200e-003		2.5600e-003	2.5600e-003	0.0000	7.9857	7.9857	9.4000e-004	0.0000	8.0091
Paving	0.0435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0512**	**0.0567**	**0.0473**	**1.0000e-004**		**2.6200e-003**	**2.6200e-003**		**2.5600e-003**	**2.5600e-003**	**0.0000**	**7.9857**	**7.9857**	**9.4000e-004**	**0.0000**	**8.0091**

3.6 Gravel Installation - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.0100e-003	2.7000e-004	0.0000	7.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2697	0.2697	2.0000e-005	0.0000	0.2702
Worker	6.3000e-004	3.9000e-004	4.3800e-003	1.0000e-005	1.5500e-003	1.0000e-005	1.5600e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2425	1.2425	3.0000e-005	0.0000	1.2432
Total	**6.6000e-004**	**1.4000e-003**	**4.6500e-003**	**1.0000e-005**	**1.6200e-003**	**1.0000e-005**	**1.6400e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.5121**	**1.5121**	**5.0000e-005**	**0.0000**	**1.5134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	7.7300e-003	0.0567	0.0473	1.0000e-004		2.6200e-003	2.6200e-003		2.5600e-003	2.5600e-003	0.0000	7.9857	7.9857	9.4000e-004	0.0000	8.0091
Paving	0.0435					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0512**	**0.0567**	**0.0473**	**1.0000e-004**		**2.6200e-003**	**2.6200e-003**		**2.5600e-003**	**2.5600e-003**	**0.0000**	**7.9857**	**7.9857**	**9.4000e-004**	**0.0000**	**8.0091**

3.6 Gravel Installation - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	3.0000e-005	1.0100e-003	2.7000e-004	0.0000	7.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.2697	0.2697	2.0000e-005	0.0000	0.2702
Worker	6.3000e-004	3.9000e-004	4.3800e-003	1.0000e-005	1.5500e-003	1.0000e-005	1.5600e-003	4.1000e-004	1.0000e-005	4.2000e-004	0.0000	1.2425	1.2425	3.0000e-005	0.0000	1.2432
Total	**6.6000e-004**	**1.4000e-003**	**4.6500e-003**	**1.0000e-005**	**1.6200e-003**	**1.0000e-005**	**1.6400e-003**	**4.3000e-004**	**1.0000e-005**	**4.4000e-004**	**0.0000**	**1.5121**	**1.5121**	**5.0000e-005**	**0.0000**	**1.5134**

3.7 Landscaping - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0179	0.1487	0.1522	3.8000e-004		7.0300e-003	7.0300e-003		6.6600e-003	6.6600e-003	0.0000	33.1298	33.1298	8.0600e-003	0.0000	33.3314
Total	**0.0179**	**0.1487**	**0.1522**	**3.8000e-004**	**0.0000**	**7.0300e-003**	**7.0300e-003**	**0.0000**	**6.6600e-003**	**6.6600e-003**	**0.0000**	**33.1298**	**33.1298**	**8.0600e-003**	**0.0000**	**33.3314**

3.7 Landscaping - 2022

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	3.1200e-003	8.5000e-004	1.0000e-005	2.3000e-004	1.0000e-005	2.3000e-004	7.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.8335	0.8335	6.0000e-005	0.0000	0.8351
Worker	4.4000e-004	2.7000e-004	3.1000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1000e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8778	0.8778	2.0000e-005	0.0000	0.8783
Total	**5.3000e-004**	**3.3900e-003**	**3.9500e-003**	**2.0000e-005**	**1.3300e-003**	**2.0000e-005**	**1.3300e-003**	**3.6000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**1.7113**	**1.7113**	**8.0000e-005**	**0.0000**	**1.7134**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0179	0.1487	0.1522	3.8000e-004		7.0300e-003	7.0300e-003		6.6600e-003	6.6600e-003	0.0000	33.1298	33.1298	8.0600e-003	0.0000	33.3313
Total	**0.0179**	**0.1487**	**0.1522**	**3.8000e-004**	**0.0000**	**7.0300e-003**	**7.0300e-003**	**0.0000**	**6.6600e-003**	**6.6600e-003**	**0.0000**	**33.1298**	**33.1298**	**8.0600e-003**	**0.0000**	**33.3313**

3.7 Landscaping - 2022

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	9.0000e-005	3.1200e-003	8.5000e-004	1.0000e-005	2.3000e-004	1.0000e-005	2.3000e-004	7.0000e-005	1.0000e-005	7.0000e-005	0.0000	0.8335	0.8335	6.0000e-005	0.0000	0.8351
Worker	4.4000e-004	2.7000e-004	3.1000e-003	1.0000e-005	1.1000e-003	1.0000e-005	1.1000e-003	2.9000e-004	1.0000e-005	3.0000e-004	0.0000	0.8778	0.8778	2.0000e-005	0.0000	0.8783
Total	**5.3000e-004**	**3.3900e-003**	**3.9500e-003**	**2.0000e-005**	**1.3300e-003**	**2.0000e-005**	**1.3300e-003**	**3.6000e-004**	**2.0000e-005**	**3.7000e-004**	**0.0000**	**1.7113**	**1.7113**	**8.0000e-005**	**0.0000**	**1.7134**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0405	0.1099	0.1849	1.4000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	2.8000e-004	2.8000e-004	0.0000	13.1712	13.1712	2.2900e-003	0.0000	13.2284
Unmitigated	0.0405	0.1099	0.1849	1.4000e-004	0.0000	3.0000e-004	3.0000e-004	0.0000	2.8000e-004	2.8000e-004	0.0000	13.1712	13.1712	2.2900e-003	0.0000	13.2284

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.00	0.00	0.00		
Parking Lot	291.90	291.90	2.99		
Total	291.90	291.90	2.99		

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0
Parking Lot	9.50	7.30	7.30	15.00	85.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490
Parking Lot	0.588665	0.041515	0.188382	0.110464	0.019030	0.006351	0.019720	0.017925	0.001164	0.001012	0.003904	0.000380	0.001490

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Install High Efficiency Lighting

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	40.2825	40.2825	1.6600e-003	3.4000e-004	40.4266
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	161.1300	161.1300	6.6500e-003	1.3800e-003	161.7064
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Parking Lot	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	505710	161.1300	6.6500e-003	1.3800e-003	161.7064
Total		**161.1300**	**6.6500e-003**	**1.3800e-003**	**161.7064**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
Parking Lot	126427	40.2825	1.6600e-003	3.4000e-004	40.4266
Total		**40.2825**	**1.6600e-003**	**3.4000e-004**	**40.4266**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1439	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004
Unmitigated	0.1439	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0936					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004
Total	**0.1439**	**0.0000**	**3.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-004**	**6.0000e-004**	**0.0000**	**0.0000**	**6.4000e-004**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0502					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0936					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	3.0000e-005	0.0000	3.1000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	6.0000e-004	6.0000e-004	0.0000	0.0000	6.4000e-004
Total	**0.1439**	**0.0000**	**3.1000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**6.0000e-004**	**6.0000e-004**	**0.0000**	**0.0000**	**6.4000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.2354	9.0000e-005	2.0000e-005	2.2434
Unmitigated	2.2354	9.0000e-005	2.0000e-005	2.2434

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.631485	2.2354	9.0000e-005	2.0000e-005	2.2434
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.2354**	**9.0000e-005**	**2.0000e-005**	**2.2434**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.631485	2.2354	9.0000e-005	2.0000e-005	2.2434
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**2.2354**	**9.0000e-005**	**2.0000e-005**	**2.2434**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0102	6.0000e-004	0.0000	0.0252
Unmitigated	0.0102	6.0000e-004	0.0000	0.0252

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.05	0.0102	6.0000e-004	0.0000	0.0252
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**6.0000e-004**	**0.0000**	**0.0252**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.05	0.0102	6.0000e-004	0.0000	0.0252
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0102**	**6.0000e-004**	**0.0000**	**0.0252**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

CITY OF OXNARD CALIFORNIA

APPENDIX E
Biological Resources Inventory - 2018

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

805 644 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

April 27, 2018
Project No: 15-01349

Giles Pettifor
Environmental Manager
Oxnard Harbor District
333 Pomona Street
Port Hueneme, California 93044
Via email: GPettifor@portofh.org

Subject: **Biological Resources Inventory, 34-acre project site, City of Oxnard, Ventura County, California**

Dear Mr. Pettifor:

This report documents the findings of a biological resources inventory (BRI) conducted by Rincon Consultants, Inc. (Rincon) for the approximate 34-acre site located at the southeast corner of W. Hueneme Road and Perkins Road in Oxnard, California. The purpose of this report is to document existing conditions of the potential project site and to evaluate the potential for special-status biological resources to occur.

Project Location and Description

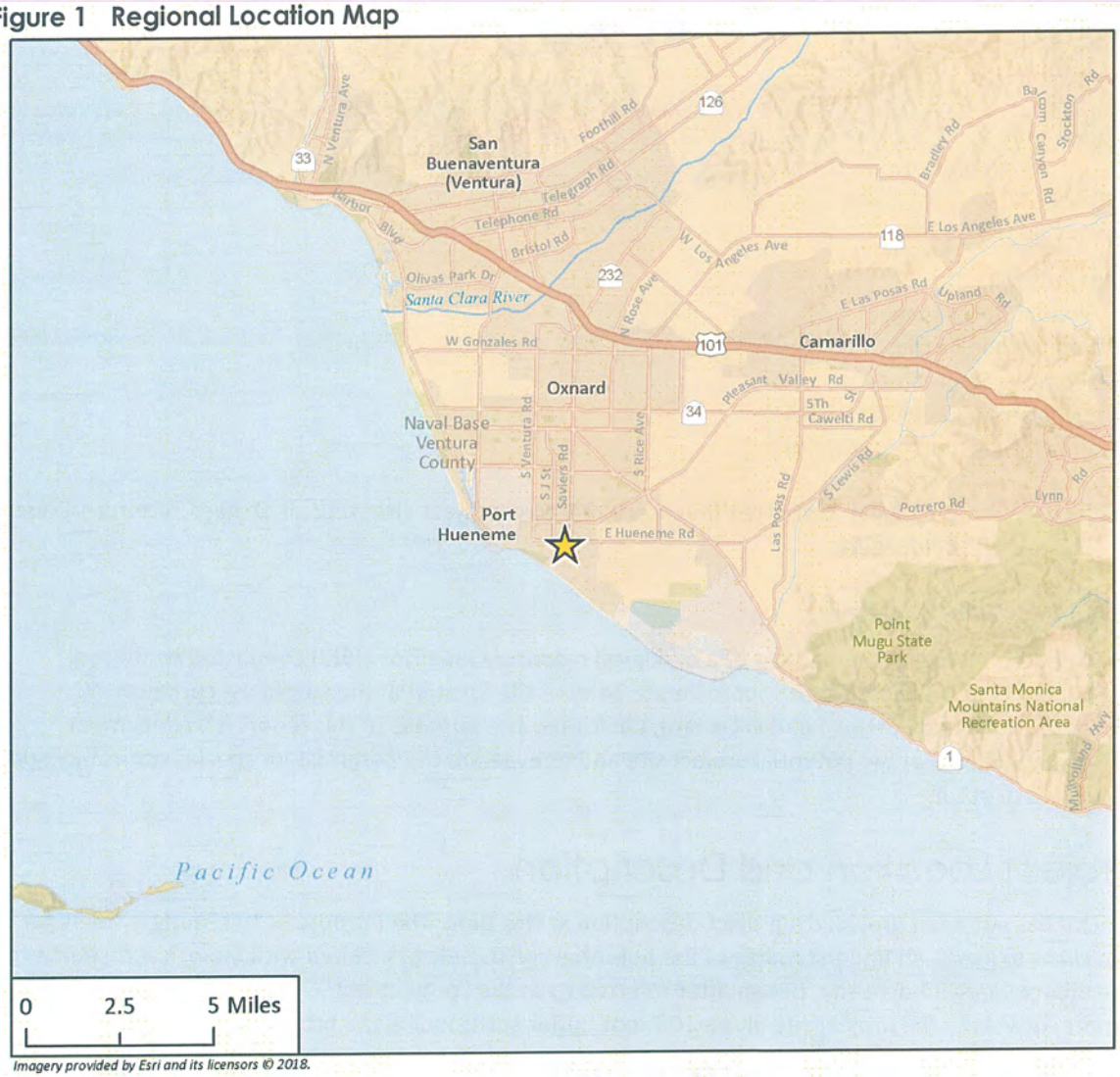
Rincon has not been provided a project description at this time. The purpose of this study is solely for the client to gauge an understanding of the potential constraints associated with biological resources on the approximate 34-acre site, herein after referred to as the "project site." The "study area" for this report consists of the project site plus a 100-foot buffer surrounding the project site

The project site is located at the southeast corner of W. 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 one mile north of Ormond Beach at the Pacific Ocean. The site is situated between commercial areas in the north and northwest and The Nature Conservancy owns open space in the south. The Oxnard Industrial Drain is located to the southeast of the project site and outside of the study area. The regional location is depicted in Figure 1, and the project location and study area are depicted in Figure 2. The project site is within Township 1N, Range 21W, San Bernardino Baseline and Meridian, and is depicted on the U.S. Geological Survey (USGS) Oxnard, California 7.5-minute topographic quadrangle map. The project site is not located within the Coastal Zone.

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

Figure 1 Regional Location Map



Imagery provided by Esri and its licensors © 2018.

Project Location

N

species. Rincon reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2018a) and Biogeographic Information and Observation System (CDFW 2018b) as reflected in the special-status species table discussed below, as well as the United States Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2018a), 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 (USFWS, 2018b) 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

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% cloud cover. Site photographs can be found in Appendix A.

Existing Conditions

The project site had been historically used for agricultural purposes and is currently vacant and disturbed. The site contains ruderal vegetation, described in more detail below. 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, also described in more detail below.

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 (Google Earth 2017). 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.

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 included on the National Hydric Soils List by State (January, 2018): California. (USDA, NRCS, 2018).

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,

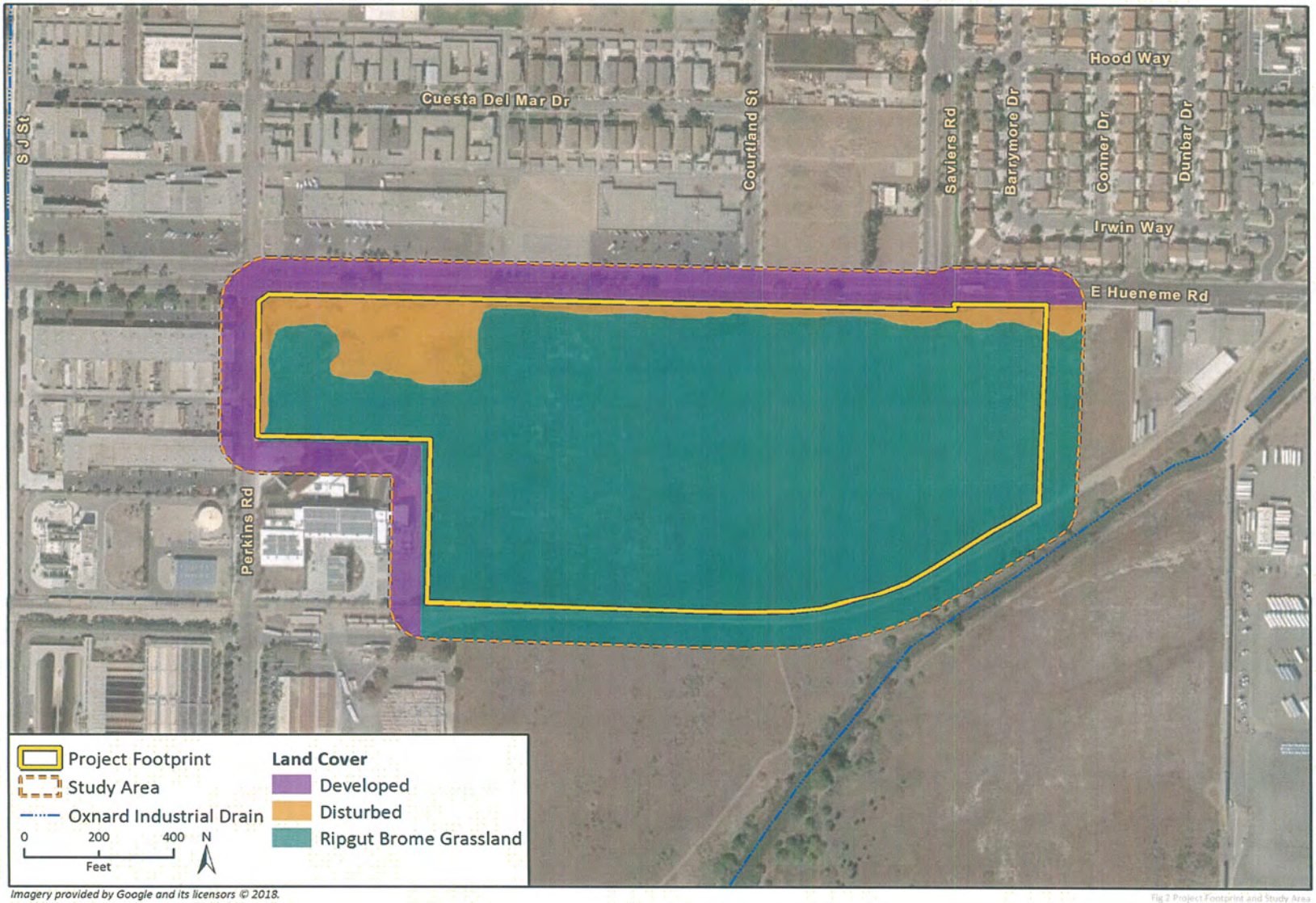
though other weedy species commonly encountered in ruderal environments are common. These species include cheeseweed (*Malva parviflora*), yellow sweetclover (*Melilotus indicus*), and Russian thistle (*Salsola tragus*). Several native species are present a low densities, including coyote brush (*Baccharis pilularis*), succulent lupine (*Lupinus succulentus*), and lamb's quarters (*Chenopodium album*). Site photos are presented in Appendix A.

Within the study area surrounding the project site, land cover includes ripgut brome grassland and developed land (Figure 2). 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 railroad right-of-way is additional ripgut brome grassland. The Oxnard Industrial Drain 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 Table 1.

General Wildlife

The project site and surrounding area provide habitat for wildlife species that commonly occur in urban areas of the city. The Oxnard Industrial Drain located just outside the study area could support transient freshwater riverine and estuarine species. A list of wildlife species observed during the field reconnaissance survey can be found in Table 1.

Figure 2 Project Footprint and Study Area



Imagery provided by Google and its licensors © 2018.
Additional data provided by USGS, 2017.

Fig 2 Project Footprint and Study Area

Table 1 Species Observed During Field Reconnaissance

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

Special-Status Biological Resources

This section evaluates the potential for the project site to support sensitive biological resources. No sensitive biological resources were observed during the site reconnaissance survey.

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 CNDDB species occurrence records, from other sites in the vicinity of the study area, and previous reports for the project site.

For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the Endangered Species Act (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 Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code (CFGC); 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.

Based on a query of the CNDDB 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 Appendix B.

No special-status plant species or sensitive natural community types were detected during the field reconnaissance survey on April 16, 2018. 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.

Special-status wildlife species typically have very specific habitat requirements which may include, but are not limited to, vegetation communities, elevation levels and topography, and availability of primary constituent elements (i.e., 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 for western snowy plover (*Charadrius alexandrinus nivosus*) and tidewater goby (*Eucyclogobius newberryi*) designated by the USFWS exist approximately 0.5 miles south and southwest of the project site. Burrowing owl (*Athene cunicularia*), a CDFW species of special concern and 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. A preconstruction wildlife survey is recommended prior to any ground disturbing or construction activities to avoid impacts to these species. 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. There is no suitable habitat for tidewater goby present on the project site.

Nesting Birds

Under the provisions of the 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, sections 3503, 3503.5, 3511, and 3513 of the CFGC describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the CFGC 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 which was identified onsite at the field reconnaissance survey could nest onsite. Additionally, as described above there is the potential for burrowing owl, known to winter in the Oxnard Plain, and California horned lark to occur onsite.

Construction activities 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 CFGC Section 3503. The following condition is suggested in order to comply with these laws.

BIO-1 **Nesting Birds.** To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition 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 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction 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.

Sensitive 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 S1-S3 as a sensitive natural community. There are no natural communities on the project site which are included on CDFW's 2018 California Sensitive Natural Communities list (CDFW, 2018c). One record for Southern Coastal Salt Marsh was the only sensitive

natural community reported in the CNDDB within a 5-mile radius of the site. This community type was confirmed absent during the field reconnaissance survey. Therefore, no further analysis of sensitive plant communities or habitats is included within this report.

Jurisdictional Waters and Wetlands

While the NWI depicts an isolated 0.20-acre freshwater wetland pond within the project site, no evidence of ponds, channels, or other hydrologic features was observed within the project site during the field reconnaissance survey on April 16, 2018. The NWI describes this potential wetland feature as a semi-permanently flooded pond created by an excavation (e.g. agricultural ponds and sediment basins) (NWI 2017b); however, no hydrophytic vegetation or evidence of wetland hydrology were observed within the project site. Additionally, no evidence of historically ponded water was observed. The entire project site gently slopes from north to south, though no evidence of either sheet flow or ponding with periodic wetting and drying cycles were observed.

The study area is heavily disturbed in the south and southeast, but hydrophytic vegetation associated with the Oxnard Industrial Drain was observed southeast of the study area.

The project site does not contain any federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.); riparian habitat or streambed as defined by Section 1600 et seq. of the CFGC; or "waters of the State," as defined by the Porter-Cologne Water Quality Control Act. The nearest mapped jurisdictional waters are the Oxnard Industrial Drain, located approximately 125 feet from the project site, the J Street Drain located approximately 0.15 mile west, and the Pacific Ocean, located approximately 1 mile south of the study area (NWI 2017b). Based on the significant distance between the site and these features, no direct impacts would be expected. Implementation of stormwater best management practices (BMPs) during future activities are recommended to avoid indirect impacts to the Oxnard Industrial Drain. Additionally, if future activities were to impact the Oxnard Industrial Drain, regulatory permits may be required.

Wildlife Movement

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 34-acre project site is situated at the edge of a highly developed urban area and is generally surrounded on three sides by urbanized uses including roads, commercial uses, and residential uses. The project site is bordered on the south by a frequently used railroad right-of-way (ROW); however, it is likely wildlife would utilize the area immediately south of the study area and beyond towards the Pacific Ocean.

Given the urban nature of the vicinity and its position on the cusp of a major city, it is unlikely that wildlife utilize the immediate area for regional movement. Furthermore, the CDFW does not include any mapped California Essential Habitat Connectivity areas within the study area (California Department of Transportation and CDFW, 2010). Considering this information, the site is not within a wildlife movement corridor.

Resources Protected by Local Policies and Ordinances

The project site is not subject to any Habitat Conservation Plans or Natural Community Conservation Plan. Additionally, there are no resources such as protected trees, creeks, or environmentally sensitive habitat onsite which would be subject to local policies or ordinances.

Conservation Plans

The project site is not within the coverage area of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Conclusions

Compliance with federal and state laws protecting nesting birds can be achieved with implementation of the avoidance measure recommended above and with adherence to existing regulations. No special-status species were observed onsite, however burrowing owl and California horned lark have a low potential to occur onsite. A preconstruction wildlife survey is recommended prior to any ground disturbing or construction activities to avoid impacts to these species. No sensitive communities/habitats or jurisdictional waters are located onsite. BMPs are recommended to avoid impacts to the Oxnard Industrial Drain located 125 feet south of the project site. if future activities were to impact the Oxnard Industrial Drain, regulatory permits may be required.

The project site is not located within a wildlife movement corridor or subject to any habitat conservation plans, natural community conservation plans or local polices pertaining to natural resources.

Thank you for selecting Rincon Consultants to provide you with this biological report. Please call if you have questions, or if we can be of further assistance.

Sincerely,
Rincon Consultants, Inc.

Heather Imgrund
Biologist/Project Manager

Steven J. Hongola
Principal/Senior Ecologist

Attachments

Appendix A Representative Site Photographs

Appendix B List of Special-Status Species Occurrences within 5 miles of the Project Site

References

Baldwin, B.G. (Ed.) et al. 2012. *The Jepson Manual: Vascular Plants of California*, Second Edition. University of California Press. Berkeley, California.

California Department of Fish and Wildlife (CDFW). 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California.

------. 2018a. CDFW California Natural Diversity Data Base (CNDDB), Rarefind V. 5.

------. 2018b. Biogeographic Information and Observation System.

------. 2018c. California Sensitive Natural Communities.

California Department of Transportation and CDFW. 2010. *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California*.

Google Earth. 2018.

NatureServe. 2012. NatureServe Conservation Status Assessments: Methodology for Assigning Ranks.

Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. *A Manual of California Vegetation, Second Edition*. California Native Plant Society, Sacramento.

United States Fish and Wildlife Service (USFWS). 2018a. Critical Habitat Portal. http://criticalhabitat.fws.gov.

------. 2018b. National Wetlands Inventory. Retrieved from http://wetlands.fws.gov (April 23, 2017).

------. 1973. The Endangered Species Act of 1973, as amended (16 U.S.C 1531 et seq.).

United States Department of Agriculture, Natural Resources Conservation Service. Last modified August 21, 2017. Web Soil Survey. Retrieved from http://websoilsurvey.nrcs.usda.gov/app (April 23, 2018).

Photograph 1. Typical view of project site. View to the southeast.

Photograph 2. View of unvegetated portion of project site, facing northeast.

Photograph 3. View west along of northern edge of the project site.

Photograph 4. View of Nature Conservancy property from southern edge of site.

CNDDB Occurrences within 5 miles of the Project Site

Scientific Name Common Name	Status	Habitat Requirements
Plants		
Astragalus pycnostachyus var. lanosissimus 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
Chloropyron maritimum ssp. maritimum 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)
Lasthenia glabrata ssp. coulteri 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
Malacothrix similis Mexican malacothrix	G2G3 / SH Rank 2A	Coastal dunes. 0-40 m. annual herb. Blooms Apr-May
Insects		
Cicindela hirticollis gravida sandy beach tiger beetle	G5T2 / 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.
Cicindela senilis frosti 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.
Coelus globosus 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.
Danaus plexippus pop. 1 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.
Panoquina errans wandering (=saltmarsh) skipper	G4G5 / S2	Southern California coastal salt marshes. Requires moist saltgrass for larval development.
Tryonia imitator 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		
Eucyclogobius newberryi 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		
Anniella stebbinsi southern California legless lizard	G3 / S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy 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		
Athene cunicularia 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.
Buteo regalis 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.
Charadrius alexandrinus nivosus 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.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT SE G5T2T3 / 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.
Eremophila alpestris actia California horned lark	G5T4Q / 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.
Laterallus jamaicensis coturniculus 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.
Passerculus sandwichensis beldingi Belding's savannah sparrow	SE G5T3 / S3	Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in Salicornia on and about margins of tidal flats.
Pelecanus occidentalis californicus 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.

Rallus obsoletus levipes light-footed Ridgway's rail	FE SE G5T1T2 / S1 FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.
Sternula antillarum browni California least tern	FE 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.
Vireo bellii pusillus 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		
Microtus californicus stephensi south coast marsh vole	G5T1T2 / S1S2 SSC	Tidal marshes in Los Angeles, Orange and southern Ventura counties.
Sorex ornatus salicornicus southern California saltmarsh shrew	G5T1 / S1 SSC	Coastal marshes in Los Angeles, Orange and Ventura counties. Requires dense vegetation and woody debris for cover.
Sensitive Natural Communities		
Southern Coastal Salt Marsh Southern Coastal Salt Marsh	G2 / S2.1	

-- = 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

CNPS California Rare Plant Rank:
Rank 1A = Presumed Extinct in California
Rank 1B = Rare, Threatened, or Endangered in California and elsewhere
Rank 2A = Plants presumed extirpated in California, but common elsewhere
Rank 2B = Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
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)

G-Rank/S-Rank = Global Rank and State Rank IN NatureServe and CDFW's CNDDB RareFind 5.

CITY OF
OXNARD
CALIFORNIA

APPENDIX F
Follow-Up Biological Resources Inventory - 2020

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

805 644 4455
FAX 644 4240

info@rinconconsultants.com
www.rinconconsultants.com

November 4, 2020
Proposal No. 15-01349

Giles Pettifor – Environmental Manager
Oxnard Harbor District
333 Pomona Street
Port Hueneme, California 93044
Via Email: GPettifor@portofh.org

Subject: Follow-Up Biological Services for a 34-acre lot located in Oxnard for the Oxnard Harbor District

Dear Mr. Pettifor:

Rincon Consultants, Inc. (Rincon) was retained by the Oxnard Harbor District to conduct a follow-up biological survey confirming existing conditions at the 34-acre property located at the southeast corner of West Hueneme Road and Perkins Road in Oxnard, herein referred to as the "project site." The purpose of the survey and this summary letter is 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 (BRI, Appendix A) are necessary.

The information herein provides a summary of field surveying methods and a discussion of any changes in the existing project site conditions. Attachment B includes project site photographs from the survey completed on October 29, 2020.

In summary, existing biological conditions documented within the project site in 2018 remain present and no significant site changes were observed.

Methodology

This evaluation consisted of a review of the site conditions discussed in the previous BRI as a result of a survey conducted on April 16, 2018 and reconnaissance-level field survey to document current project site conditions. The most recent field survey is referred to herein as the "field survey." The field survey of was conducted within the entire 33.7-acre project site and an approximate 100-foot buffer, referred to as the "study area," where accessible.

Field Survey

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 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% cloud cover.

Results

The following summarizes the results of the field survey completed on October 29, 2020. As discussed extensively in the BRI (Appendix A), the project site remains vacant and disturbed. The one vegetation community documented in the 2018 site visit, ripgut brome grassland (*Bromus diandrus* herbaceous semi-natural alliance), was observed covering the majority of the study area during the field survey. Portions of this community showed evidence of recent mowing. The remainder of the study area contained disturbed or developed land cover, consistent with mapping in the previous BRI. There are no natural communities in the study area which are included on CDFW's 2020 California Sensitive Natural Communities list (CDFW 2020[1]). No special-status[2] species were detected during the field survey. Additionally, no special-status species are expected to occur given the disturbed nature of the study area.

No evidence of ponds, channels, or other hydrologic features was observed within the study area during the field reconnaissance survey. Additionally, there are no resources such as protected trees, creeks, or environmentally sensitive habitat in the study area which would be subject to local policies or ordinances. The study area is not within the coverage area of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Conclusions

Existing biological conditions documented within the 2018 BRI remain present and no changes to the existing conditions were documented during the recent October 29, 2020 field visit. Compliance with the federal, state, and local laws protecting biological resources can be achieved with the implementation of the nesting bird avoidance measure, a preconstruction wildlife survey, and best management practices to avoid impacts to the Oxnard Industrial Drain, as recommended in the BRI (Appendix A).

Thank you for selecting Rincon Consultants to provide you with these biological services. Please call if you have questions, or if we can be of further assistance.

Sincerely,
RINCON CONSULTANTS, INC.

Thea Benson
Senior Biologist

Christopher Julian
Principal Regulatory Specialist

Attachments

Attachment A	2018 Biological Resources Inventory
Attachment B	Representative Study Area Photographs

[1] California Department of Fish and Wildlife (CDFW). 2020. California Sensitive Natural Communities. https://nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=153609&inline

[2] For the purpose of this summary letter, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the Endangered Species Act (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 Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code (CFGC); 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.

Attachment A

2018 Biological Resources Inventory

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

805 644 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

April 27, 2018
Project No: 15-01349

Giles Pettifor
Environmental Manager
Oxnard Harbor District
333 Pomona Street
Port Hueneme, California 93044
Via email: GPettifor@portofh.org

Subject: **Biological Resources Inventory, 34-acre project site, City of Oxnard, Ventura County, California**

Dear Mr. Pettifor:

This report documents the findings of a biological resources inventory (BRI) conducted by Rincon Consultants, Inc. (Rincon) for the approximate 34-acre site located at the southeast corner of W. Hueneme Road and Perkins Road in Oxnard, California. The purpose of this report is to document existing conditions of the potential project site and to evaluate the potential for special-status biological resources to occur.

Project Location and Description

Rincon has not been provided a project description at this time. The purpose of this study is solely for the client to gauge an understanding of the potential constraints associated with biological resources on the approximate 34-acre site, herein after referred to as the "project site." The "study area" for this report consists of the project site plus a 100-foot buffer surrounding the project site

The project site is located at the southeast corner of W. 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 one mile north of Ormond Beach at the Pacific Ocean. The site is situated between commercial areas in the north and northwest and The Nature Conservancy owns open space in the south. The Oxnard Industrial Drain is located to the southeast of the project site and outside of the study area. The regional location is depicted in Figure 1, and the project location and study area are depicted in Figure 2. The project site is within Township 1N, Range 21W, San Bernardino Baseline and Meridian, and is depicted on the U.S. Geological Survey (USGS) Oxnard, California 7.5-minute topographic quadrangle map. The project site is not located within the Coastal Zone.

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

Figure 1 Regional Location Map

Imagery provided by Esri and its licensors © 2018.

Project Location

N

Fig 1 Regional location Match 2018 Proposal

species. Rincon reviewed the California Department of Fish and Wildlife (CDFW) California Natural Diversity Data Base (CNDDB) (CDFW 2018a) and Biogeographic Information and Observation System (CDFW 2018b) as reflected in the special-status species table discussed below, as well as the United States Fish and Wildlife Service (USFWS) Critical Habitat Portal (USFWS 2018a), 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 (USFWS, 2018b) 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

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% cloud cover. Site photographs can be found in Appendix A.

Existing Conditions

The project site had been historically used for agricultural purposes and is currently vacant and disturbed. The site contains ruderal vegetation, described in more detail below. 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, also described in more detail below.

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 (Google Earth 2017). 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.

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 included on the National Hydric Soils List by State (January, 2018): California. (USDA, NRCS, 2018).

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 a low densities, including coyote brush (*Baccharis pilularis*), succulent lupine (*Lupinus succulentus*), and lamb's quarters (*Chenopodium album*). Site photos are presented in Appendix A.

Within the study area surrounding the project site, land cover includes ripgut brome grassland and developed land (Figure 2). 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 railroad right-of-way is additional ripgut brome grassland. The Oxnard Industrial Drain 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 Table 1.

General Wildlife

The project site and surrounding area provide habitat for wildlife species that commonly occur in urban areas of the city. The Oxnard Industrial Drain located just outside the study area could support transient freshwater riverine and estuarine species. A list of wildlife species observed during the field reconnaissance survey can be found in Table 1.

Figure 2 Project Footprint and Study Area

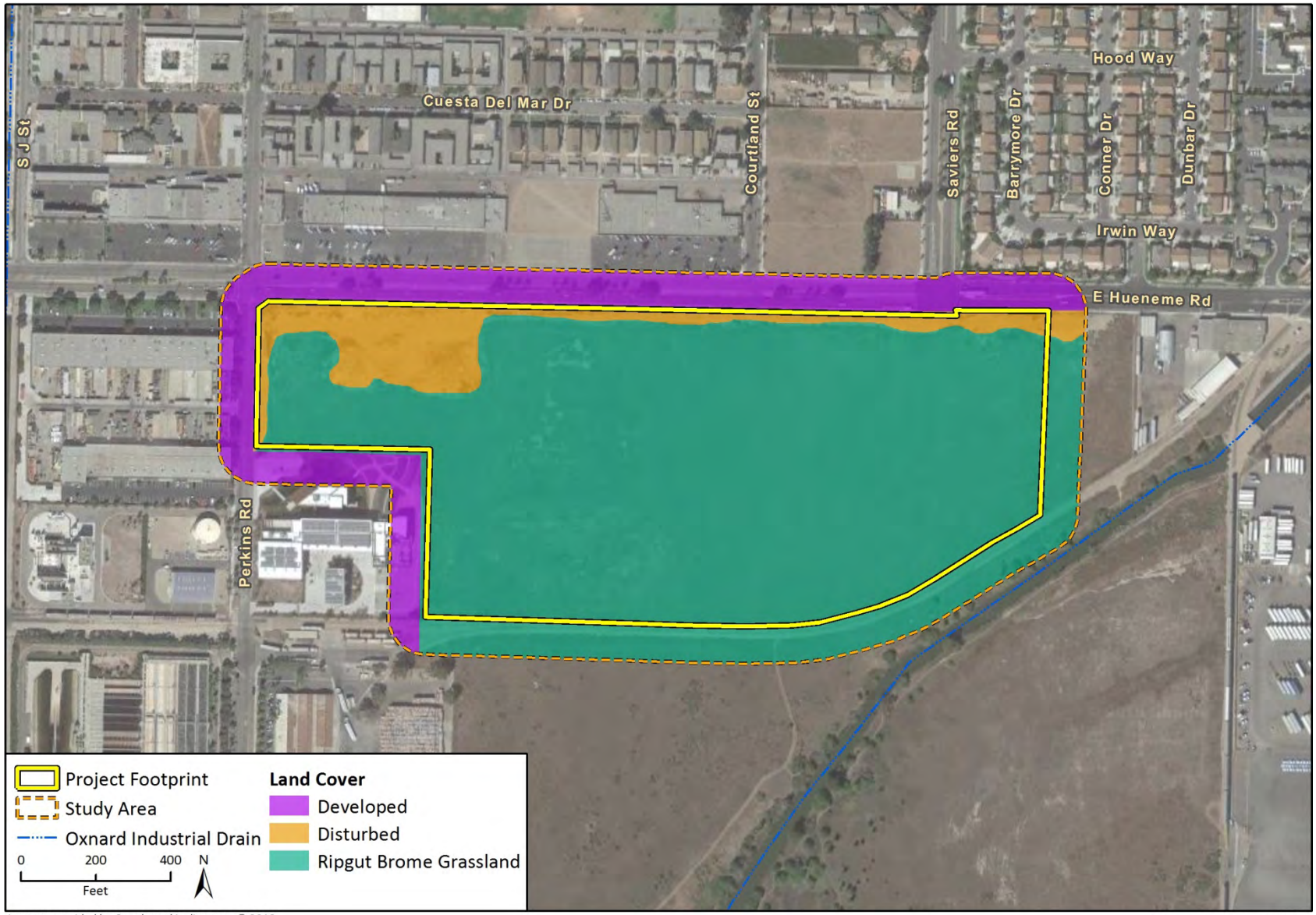


Table 1 Species Observed During Field Reconnaissance

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

Special-Status Biological Resources

This section evaluates the potential for the project site to support sensitive biological resources. No sensitive biological resources were observed during the site reconnaissance survey.

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 CNDDB species occurrence records, from other sites in the vicinity of the study area, and previous reports for the project site.

For the purpose of this report, special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the USFWS under the Endangered Species Act (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 Sections 3511, 4700, 5050, and 5515 of the California Fish and Game Code (CFGC); 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.

Based on a query of the CNDDB 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 Appendix B.

No special-status plant species or sensitive natural community types were detected during the field reconnaissance survey on April 16, 2018. 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.

Special-status wildlife species typically have very specific habitat requirements which may include, but are not limited to, vegetation communities, elevation levels and topography, and availability of primary constituent elements (i.e., 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 for western snowy plover (*Charadrius alexandrinus nivosus*) and tidewater goby (*Eucyclogobius newberryi*) designated by the USFWS exist approximately 0.5 miles south and southwest of the project site. Burrowing owl (*Athene cunicularia*), a CDFW species of special concern and 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. A preconstruction wildlife survey is recommended prior to any ground disturbing or construction activities to avoid impacts to these species. 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. There is no suitable habitat for tidewater goby present on the project site.

Nesting Birds

Under the provisions of the 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, sections 3503, 3503.5, 3511, and 3513 of the CFGC describe unlawful take, possession, or destruction of birds, nests, and eggs. Fully protected birds (Section 3511) may not be taken or possessed except under specific permit. Section 3503.5 of the CFGC 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 which was identified onsite at the field reconnaissance survey could nest onsite. Additionally, as described above there is the potential for burrowing owl, known to winter in the Oxnard Plain, and California horned lark to occur onsite.

Construction activities 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 CFGC Section 3503. The following condition is suggested in order to comply with these laws.

BIO-1 **Nesting Birds.** To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition 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 days prior to initiation of ground disturbance and vegetation removal activities. The nesting bird pre-construction 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.

Sensitive 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 S1-S3 as a sensitive natural community. There are no natural communities on the project site which are included on CDFW's 2018 California Sensitive Natural Communities list (CDFW, 2018c). One record for Southern Coastal Salt Marsh was the only sensitive

natural community reported in the CNDDB within a 5-mile radius of the site. This community type was confirmed absent during the field reconnaissance survey. Therefore, no further analysis of sensitive plant communities or habitats is included within this report.

Jurisdictional Waters and Wetlands

While the NWI depicts an isolated 0.20-acre freshwater wetland pond within the project site, no evidence of ponds, channels, or other hydrologic features was observed within the project site during the field reconnaissance survey on April 16, 2018. The NWI describes this potential wetland feature as a semi-permanently flooded pond created by an excavation (e.g. agricultural ponds and sediment basins) (NWI 2017b); however, no hydrophytic vegetation or evidence of wetland hydrology were observed within the project site. Additionally, no evidence of historically ponded water was observed. The entire project site gently slopes from north to south, though no evidence of either sheet flow or ponding with periodic wetting and drying cycles were observed.

The study area is heavily disturbed in the south and southeast, but hydrophytic vegetation associated with the Oxnard Industrial Drain was observed southeast of the study area.

The project site does not contain any federally protected waters or wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.); riparian habitat or streambed as defined by Section 1600 et seq. of the CFGC; or "waters of the State," as defined by the Porter-Cologne Water Quality Control Act. The nearest mapped jurisdictional waters are the Oxnard Industrial Drain, located approximately 125 feet from the project site, the J Street Drain located approximately 0.15 mile west, and the Pacific Ocean, located approximately 1 mile south of the study area (NWI 2017b). Based on the significant distance between the site and these features, no direct impacts would be expected. Implementation of stormwater best management practices (BMPs) during future activities are recommended to avoid indirect impacts to the Oxnard Industrial Drain. Additionally, if future activities were to impact the Oxnard Industrial Drain, regulatory permits may be required.

Wildlife Movement

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 34-acre project site is situated at the edge of a highly developed urban area and is generally surrounded on three sides by urbanized uses including roads, commercial uses, and residential uses. The project site is bordered on the south by a frequently used railroad right-of-way (ROW); however, it is likely wildlife would utilize the area immediately south of the study area and beyond towards the Pacific Ocean.

Given the urban nature of the vicinity and its position on the cusp of a major city, it is unlikely that wildlife utilize the immediate area for regional movement. Furthermore, the CDFW does not include any mapped California Essential Habitat Connectivity areas within the study area (California Department of Transportation and CDFW, 2010). Considering this information, the site is not within a wildlife movement corridor.

Resources Protected by Local Policies and Ordinances

The project site is not subject to any Habitat Conservation Plans or Natural Community Conservation Plan. Additionally, there are no resources such as protected trees, creeks, or environmentally sensitive habitat onsite which would be subject to local policies or ordinances.

Conservation Plans

The project site is not within the coverage area of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

Conclusions

Compliance with federal and state laws protecting nesting birds can be achieved with implementation of the avoidance measure recommended above and with adherence to existing regulations. No special-status species were observed onsite, however burrowing owl and California horned lark have a low potential to occur onsite. A preconstruction wildlife survey is recommended prior to any ground disturbing or construction activities to avoid impacts to these species. No sensitive communities/habitats or jurisdictional waters are located onsite. BMPs are recommended to avoid impacts to the Oxnard Industrial Drain located 125 feet south of the project site. if future activities were to impact the Oxnard Industrial Drain, regulatory permits may be required.

The project site is not located within a wildlife movement corridor or subject to any habitat conservation plans, natural community conservation plans or local polices pertaining to natural resources.

Thank you for selecting Rincon Consultants to provide you with this biological report. Please call if you have questions, or if we can be of further assistance.

Sincerely,
Rincon Consultants, Inc.

Heather Imgrund
Biologist/Project Manager

Steven J. Hongola
Principal/Senior Ecologist

Attachments

Appendix A Representative Site Photographs

Appendix B List of Special-Status Species Occurrences within 5 miles of the Project Site

References

Baldwin, B.G. (Ed.) et al. 2012. *The Jepson Manual: Vascular Plants of California*, Second Edition. University of California Press. Berkeley, California.

California Department of Fish and Wildlife (CDFW). 2010. California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California.

------. 2018a. CDFW California Natural Diversity Data Base (CNDDB), Rarefind V. 5.

------. 2018b. Biogeographic Information and Observation System.

------. 2018c. California Sensitive Natural Communities.

California Department of Transportation and CDFW. 2010. *California Essential Habitat Connectivity Project: A Strategy for Conserving a Connected California*.

Google Earth. 2018.

NatureServe. 2012. NatureServe Conservation Status Assessments: Methodology for Assigning Ranks.

Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. *A Manual of California Vegetation, Second Edition*. California Native Plant Society, Sacramento.

United States Fish and Wildlife Service (USFWS). 2018a. Critical Habitat Portal. http://criticalhabitat.fws.gov.

------. 2018b. National Wetlands Inventory. Retrieved from http://wetlands.fws.gov (April 23, 2017).

------. 1973. The Endangered Species Act of 1973, as amended (16 U.S.C 1531 et seq.).

United States Department of Agriculture, Natural Resources Conservation Service. Last modified August 21, 2017. Web Soil Survey. Retrieved from http://websoilsurvey.nrcs.usda.gov/app (April 23, 2018).

Photograph 1. Typical view of project site. View to the southeast.

Photograph 2. View of unvegetated portion of project site, facing northeast.

Photograph 3. View west along of northern edge of the project site.

Photograph 4. View of Nature Conservancy property from southern edge of site.

CNDDB Occurrences within 5 miles of the Project Site

Scientific Name Common Name	Status	Habitat Requirements
Plants		
Astragalus pycnostachyus var. lanosissimus 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
Chloropyron maritimum ssp. maritimum 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)
Lasthenia glabrata ssp. coulteri 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
Malacothrix similis Mexican malacothrix	G2G3 / SH Rank 2A	Coastal dunes. 0-40 m. annual herb. Blooms Apr-May
Insects		
Cicindela hirticollis gravida sandy beach tiger beetle	G5T2 / 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.
Cicindela senilis frosti 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.
Coelus globosus 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.
Danaus plexippus pop. 1 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.
Panoquina errans wandering (=saltmarsh) skipper	G4G5 / S2	Southern California coastal salt marshes. Requires moist saltgrass for larval development.
Tryonia imitator 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		
Eucyclogobius newberryi 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		
Anniella stebbinsi southern California legless lizard	G3 / S3 SSC	Generally south of the Transverse Range, extending to northwestern Baja California. Occurs in sandy or loose loamy 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		
Athene cunicularia 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.
Buteo regalis 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.
Charadrius alexandrinus nivosus 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.
Coccyzus americanus occidentalis western yellow-billed cuckoo	FT SE G5T2T3 / 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.
Eremophila alpestris actia California horned lark	G5T4Q / 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.
Laterallus jamaicensis coturniculus 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.
Passerculus sandwichensis beldingi Belding's savannah sparrow	SE G5T3 / S3	Inhabits coastal salt marshes, from Santa Barbara south through San Diego County. Nests in Salicornia on and about margins of tidal flats.
Pelecanus occidentalis californicus 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.

Rallus obsoletus levipes light-footed Ridgway's rail	FE SE G5T1T2 / S1 FP	Found in salt marshes traversed by tidal sloughs, where cordgrass and pickleweed are the dominant vegetation. Requires dense growth of either pickleweed or cordgrass for nesting or escape cover; feeds on molluscs and crustaceans.
Sternula antillarum browni California least tern	FE 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.
Vireo bellii pusillus 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		
Microtus californicus stephensi south coast marsh vole	G5T1T2 / S1S2 SSC	Tidal marshes in Los Angeles, Orange and southern Ventura counties.
Sorex ornatus salicornicus southern California saltmarsh shrew	G5T1 / S1 SSC	Coastal marshes in Los Angeles, Orange and Ventura counties. Requires dense vegetation and woody debris for cover.
Sensitive Natural Communities		
Southern Coastal Salt Marsh Southern Coastal Salt Marsh	G2 / S2.1	

-- = 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

CNPS California Rare Plant Rank:
Rank 1A = Presumed Extinct in California
Rank 1B = Rare, Threatened, or Endangered in California and elsewhere
Rank 2A = Plants presumed extirpated in California, but common elsewhere
Rank 2B = Plants Rare, Threatened, or Endangered in California, But More Common Elsewhere
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)

G-Rank/S-Rank = Global Rank and State Rank IN NatureServe and CDFW's CNDDB RareFind 5.

Attachment B

Representative Study Area Photographs

Photograph 1. View of the study area (aspect: east, date: 10/29/20)

Photograph 2. View of the study area (aspect: north, date: 10/29/20)

Photograph 3. View of the study area (aspect: south, date: 10/29/20)

Photograph 4. View of the study area (aspect: west, date: 10/29/20)

CITY OF
OXNARD
CALIFORNIA

APPENDIX G
Jurisdictional Delineation

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

805 644 4455 OFFICE AND FAX

info@rinconconsultants.com
www.rinconconsultants.com

October 3, 2019, Revised July 29, 2021
Project No: 15-01349

Oxnard Harbor District
Giles Pettifor – Environmental Manager
333 Pomona Street
Port Hueneme, California 93044
Via email: GPettifor@portofh.org

Subject: **Aquatic Resources Jurisdictional Delineation for a Temporary Outdoor Vehicle Storage Facility, located in Oxnard, Ventura County, CA (APNs: 231-0-092-245 and -105)**

Dear Mr. Pettifor:

Rincon Consultants, Inc. (Rincon) was retained by the Oxnard Harbor District to conduct a jurisdictional delineation to determine the extent of regulated aquatic resources for the proposed 33.7-acre property, comprising of two parcels, located at the southeast corner of W. Hueneme Road and Perkins Road in Oxnard, hereinafter referred to as the "project site."

This jurisdictional delineation was conducted to determine the location and extent of water resources within the property 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 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. Final jurisdictional areas are approved by the state and federal authorities at the time permits are requested.

The information provided herein 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. Provided as attachments include references, site photographs, and completed USACE Wetland Delineation Data Forms completed during site visits on September 17 and 19, 2019.

In summary, no aquatic resources subject to USACE, RWQCB, or CDFW jurisdiction were identified within the project site based on a desktop review and field survey results.

Project Description and Location

The proposed project includes the development of a temporary (5 year) outdoor vehicle storage facility on a 33.7-acre site (project site). Proposed development includes a guard house, perimeter lighting, perimeter fencing with landscaping, drainage improvements and a gravel base for vehicle parking. The project will consist of minor grading of the top 1 to 2 inches of soil to create a level surface and install

gravel to serve as a temporary parking surface. Following the 5-year term, the portable buildings, perimeter lighting and gravel surface will be removed. A 6-foot perimeter fence, landscaping, and drainage improvements will remain on-site.

The property is located at the southeast corner of W. Hueneme Road and Perkins Road within Assessor's Parcel Numbers (APNs) 231-0-092-245 (29.66 acres) and 231-0-092-105 (4.04 acres) in Oxnard, California. Regionally, the site is located approximately one mile east of the waterfront at The Port of Hueneme and one mile north of Ormond Beach at the Pacific Ocean. The site is situated between commercial areas in the north and northwest and unimproved land owned by The Nature Conservancy, a non-profit conservation organization, to the south. The Oxnard Industrial Drain is located to the southeast of the project site, south of the railroad tracks that border the site. The regional location is depicted in Figure 1, and the project site boundary is depicted in Figure 2 (Attachment A). The project site is within Township 1N, Range 21W, San Bernardino Baseline and Meridian, and is depicted on the U.S. Geological Survey (USGS) Oxnard, California 7.5-minute topographic quadrangle map (lat 34.146194, long -119.179675).

Regulatory Framework

Federal Statutes and Regulations

Clean Water Act, Section 404

Pursuant to Section 404 of the CWA, the USACE is authorized to regulate any activity that would result in the discharge of dredged or fill material into waters of the 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 U.S. Environmental Protection Agency (EPA), has the principal authority to issue CWA Section 404 Permits (40 CFR Part 230). Under two 1989 Memorandums of Agreement (MOAs) between EPA and the U.S. 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, EPA 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 EPA 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 RWQCB (Los Angeles-Region 4) must certify that the discharge will comply with state water quality standards or waive the certification requirement.

State Statutes and Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act of 1969 (California Water Code §§ 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 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 OHWM and/or the three-parameter wetlands methodology pursuant to the 1987 Wetland Delineation Manual.

Streambed Alteration Program

Pursuant to Section 1602 of the California Fish and Game Code, 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.

Methodology

The survey of aquatic resources was conducted within the entire 33.7-acre project site. Methods used to assess the boundaries of jurisdictional aquatic resources within the project site include a desktop review and field surveys discussed below.

Within the limits of the project site, waters and wetlands potentially subject to regulatory jurisdiction were delineated in accordance with the following, as necessary:

- *Wetlands Delineation Manual* (Environmental Laboratory 1987);
- *Guidelines for Jurisdictional Determinations for Waters of the United States in the Arid Southwest* (United States Army Corps of Engineers 2001);
- *Regulatory Guidance Letter No. 05-05: Ordinary High Water Mark Identification* (United States Army Corps of Engineers 2005);
- *Distribution of Ordinary High Water Mark (OHWM) Indicators and Their Reliability in Identifying the Limits of "Waters of the United States" in Arid Southwestern Channels* (United States Army Corps of Engineers 2006);
- *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)* (United States Army Corps of Engineers 2008);
- *A Field Guide to the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (United States Army Corps of Engineers 2008);
- *Updated Datasheet for the Identification of the Ordinary High Water Mark (OHWM) in the Arid West Region of the Western United States* (United States Army Corps of Engineers 2010);
- Code of Federal Regulations sections that pertain to factors constituting the OHWM for non-wetland waters.
- USACE National Wetland Plant List (Lichvar et al. 2016)

Wetland resources within the project site were delineated using the USACE definition for wetlands and waters of the U.S. The USACE defines wetlands as containing three parameters: hydrophytic vegetation, hydric soils, and wetland hydrology. The following is a discussion of each of these parameters.

Hydrophytic Vegetation

Hydrophytic vegetation dominates areas where frequency and duration of inundation or soil saturation exerts a controlling influence on the plant species present. Plant species are assigned wetland indicator status according to the probability of their occurring in wetlands. More than fifty percent of the dominant plant species must have a wetland indicator status to meet the hydrophytic vegetation criterion. The USACE National Wetland Plant List (Lichvar, et al. 2016) separates vascular plants into the following four basic categories based on plant species frequency of occurrence in wetlands:

- **Obligate Wetland (OBL).** Occur almost always under natural conditions in wetlands.
- **Facultative Wetland (FACW).** Usually occur in wetlands, but occasionally found in non-wetlands.
- **Facultative (FAC).** Equally likely to occur in wetlands or non-wetlands.
- **Facultative Upland (FACU).** Usually occur in non-wetlands, but occasionally found in wetlands.
- **Obligate Upland (UPL).** May occur in wetlands in another region but occur almost always under natural conditions in non-wetlands in the region specified.

The ACOE considers OBL, FACW and FAC species to be indicators of wetlands. An area is considered to have a predominance of hydrophytic vegetation when greater than 50 percent of the dominant species fall within these categories (considering dominant species from the tree, shrub, and herb strata). Any species not appearing on the USFWS list is assumed to be an upland species, almost never occurring in wetlands. In addition, an area needs to contain at least 5% vegetative cover to be considered as a vegetated wetland.

Hydric Soils

Hydric soils are saturated or inundated for a sufficient duration during the growing season to develop anaerobic or reducing conditions that favor the growth and regeneration of hydrophytic vegetation. Field indicators of wetland soils include observations of ponding, inundation, or saturation, dark (low chroma) soil colors, bright mottles (concentrations of oxidized minerals such as iron), gleying, which indicates reducing conditions by a blue-grey color, or accumulation of organic material. Additional supporting information includes documentation of soil as hydric or reference to wet conditions in the local soils survey, both of which must be verified in the field.

Wetland Hydrology

Wetland hydrology is inundation or soil saturation with a frequency and duration long enough to cause the development of hydric soils and plant communities dominated by hydrophytic vegetation. If direct observation of wetland hydrology is not possible (as in seasonal wetlands), or records of wetland hydrology are not available (such as stream gauges), assessment of wetland hydrology is frequently supported by field indicators, such as water marks, drift lines, sediment deposits, or drainage patterns in wetlands.

Desktop Review

Prior to the field surveys, Rincon reviewed available background information and published datasets to understand the environmental setting and context of the project site to aid in characterizing the nature and extent of jurisdictional waters potentially occurring within the project area. This review included, but was not limited to, the following data sources:

- Custom Soil Resource Report. Web Soil Survey. Prepared September 2019.
- United States Department of Agriculture, Natural Resources Conservation Service (NRCS 2019)
- USFWS National Wetlands Inventory (NWI) Wetlands Mapper. 2019. Accessed September 2019 (USFWS 2019)
- USGS National Hydrography Dataset (NHD; USGS 2019)
- Google Earth aerial imagery review (from 1994 to 2019) (Google Earth 2019)

Field Survey and Mapping

On September 17 and 19, 2019, biologist Thea Benson conducted a field survey between the hours of 0900 and 1500 within the project site, which included the entire parcel. During the field surveys, there was approximately 20 percent cloud cover and temperature was approximately 70 degrees Fahrenheit. Site photographs are provided in Attachment B. The survey was conducted to investigate the project site for signs of aquatic features, such as wetlands, non-wetland waters, and streambeds, that would be subject to federal or state permitting requirements.

Vegetation within the project site was surveyed and identified using *A Manual of California Vegetation, Second Edition* (Sawyer et al. 2009). Hydrophytic vegetation was classified using the USACE *Arid West 2016 Regional Wetland Plant List* (Lichvar et al. 2016).

Jurisdictional Determination

Wetland Waters of the U.S.

During the field surveys Ms. Benson searched for indicators of potential wetland features by looking for the presence of hydrophytic vegetation, hydric soils, and wetland hydrology, according to routine delineation procedure outlined in the *Wetlands Delineation Manual* (USACE 1987) and the guidance in the *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region* (USACE 2008a). A total of seven sampling points were used to identify vegetation, collect soil samples, and document signs of hydrology. Locations of the sampling points were selected to maximize the detection of potential wetlands, and included areas where maps and literature suggested wetlands might occur, areas proximate to the drainage along the site's southern border, and topographic low points on the site. Data was collected on Wetland Determination Data Forms, provided in Attachment C.

Non-Wetland Waters of the U.S. and CDFW Jurisdictional Streambeds

The lateral limits of potential USACE jurisdiction (i.e., width) for non-wetland waters or "other waters" was determined by the presence of physical characteristics indicative of the OHWM. The delineator screened for OHWM indicators in accordance with the applicable Code of Federal Regulations sections (33 CFR 328.3 and 33 CFR 328.4) and Regulatory Guidance Letter (USACE 2005), as well as in reference to various relevant technical publications outline above. In addition, the site was screened for any other sources of water with connections to downstream navigable waters. To establish whether CDFW-jurisdictional streambeds were present, the delineator searched for aquatic features exhibiting a defined bed, bank, or channel, or supporting riparian vegetation.

Waters of the State

Waters of the state were delineated similarly to waters of the United States, except that tests for hydrologic connectivity and significant nexus to navigable or interstate waters were not performed.

Aggressive Invasive Plant Species

The USACE has recommended the following procedure when the site has indicators of hydric soil and wetland hydrology, but the plant community is dominated by FACU or UPL aggressive, invasive plant species (USACE 2008):

> *(1) Examine a nearby reference site having similar soils, topography, and hydrologic conditions, and a similar plant community without or with reduced presence of the invasive species. Assume that the same plant community would exist on the original site, if invasive species were not prevalent.*
>
> *(2) If feasible, remove the invasive species and reevaluate the vegetation during the next growing season. Take into consideration that many invasive species are very difficult to remove and will resprout or reemerge next season. However, even temporary removal of the invasive plant may release other species.*

(3) If an appropriate reference site cannot be located and the invasive species cannot be removed and the site reevaluated next season, make the wetland determination based on indicators of hydric soil and wetland hydrology.

Areas that were dominated by invasive plant species but did not meet hydric soil or wetland hydrology criteria were delineated as upland habitat, regardless of their indicator status.

Environmental Setting

The project is proposed on 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. An existing railroad line (raised on gravel and imported soil approximately 1-3 feet) is located along the southern project boundary. Lands designated for commercial and residential uses are located north of the 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.

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 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 of 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 W 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 recent field visit in September of 2019, the site was vacant and the soil was ripped, leaving the top 6-8 inches of soil loose and friable. The site contained ruderal vegetation, described in more detail below.

Watershed and Hydrology

The project site occurs within the McGrath Lake-Frontal Pacific Ocean Hydrological Unit (Code 180701030202). A portion of the Oxnard Industrial Drain borders the site to the south, south of the railroad tracks, and drains to the Pacific Ocean, approximately 0.71 miles to the south. The Oxnard Industrial Drain is completely contained and during the aerial imagery review (Google Earth 2019), dating back to 1994. No signs of flooding or inundation of the project site were observed, indicating that the raised 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 recent field visit in September 2019.

The Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs) for the project site shows 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 Oxnard

Industrial Drain, 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 field survey, as described in more detail below. Refer to Figure 4.

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 Figure 3. 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 Figure 3 for the USDA, NRCS (2019) soil survey results.

Soils investigated during the field survey at the seven sampling points, the 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 indictors. 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 ripgut brome grassland (*Bromus diandrus* herbaceous semi-natural alliance) also dominated by Russian knapweed (*Acroptilon repens*). Refer to Figure 4. 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*) (UPL), western ragweed (*Ambrosia psilostachya*)(FACU), and Burmuda grass (*Cynodon dactylon*) (UPL). In addition, a small patch of salt heliotrope (*Heliotrope curassavicum*) was identified within the ripgut brome grassland community, in which sampling point 07 was collected (refer to Photograph No. 4 in Attachment B).

Delineation Results

A total of seven sampling points investigated soils, vegetation, and hydrology within the project site. Data can be found in the wetland data forms provided in Attachment C, also summarized in Table 1, and further discussed below.

Table 1 Summary of 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 (Br*omus diandrus)*.	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 (*Cynodon dactylon*).	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 (*Cynodon dactylon*) and UPL Russian knapweed (*Acroptilon repens*) (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 (Br*omus diandrus)*.	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 (Br*omus diandrus)*.	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 (Br*omus diandrus)*.	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 (*Heliotropium curassaricum*).	No – loamy sand previously disked, no hydric soil indicators.	No – no primary or secondary indicators of hydrology.	No

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 (USFWS 2019b). 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).

Soils

At each of the seven sampling points, soil consisted of loamy sand and sandy loam. Evidence of soil ripping was observed from approximately 0-8 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 or 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.

Conclusions and Recommendations

The results of the desktop review and field survey 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 Oxnard Industrial Drain, leaving the site hydrologically isolated. Therefore, the conditions within the project site does 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.

Please do not hesitate to contact the undersigned at 805.644.4455 with any questions regarding this jurisdictional delineation.

Sincerely,
Rincon Consultants, Inc.

Thea Benson
Senior Biologist/Project Manager

Christopher Julian
Principal/Senior Regulatory Specialist

Attachments: Attachment A - Figures, Attachment B - Representative Site Photographs, Attachment C - Completed Wetland Delineation Data Form

References

Baldwin, D. C., Naithani, K. J., Lin, H. (2012): Hydropedological functional units: a novel and accurate catchment-scale characterization of soil hydrology. AGU Annual Fall Conference Proceedings.

Brady, Roland H. III, Kris Vyverberg. 2013. Methods to Describe and Delineate Episodic Stream Processes on Arid Landscapes for Permitting Utility-Scale Solar Power Plants. California Energy Commission. Publication Number: CEC-500-2014-013.

California Department of Fish and Game (CDFG). 1994. A Field Guide to Lake and Streambed Alteration Agreements Sections 1600-1607 California Fish and Game Code. Environmental Services Division. January, 1994

Cowardin, L.M., V. Carter, F.C. Golet, and E.T. LaRoe. 1979. Classification of Wetlands and Deepwater Habitats of the United States. U.S. Fish and Wildlife Service Report No. FWS/OBS/-79/31. Washington, D.C.: U.S. Fish and Wildlife Service.

Environmental Laboratory. 2008. *Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0)*. September.

1987. *Corps of Engineers Wetlands Delineation Manual.* Technical Report Y-87-1. U.S. Army Engineer Waterways Experiment Station. Vicksburg, Mississippi.

Environmental Science Associates (ESA). 2017. *Ballona Wetlands Restoration Project Draft EIS/EIR*. State Clearinghouse No. 2012071090.

---------. 2015. Goleta Slough Area Sea Level Rise and Management Plan. Prepared for The Goleta Slough Management Committee.

Earth Point. "Township and Range – Public Land Survey System on Google Earth." http://www.earthpoint.us/Townships.aspx (accessed January 2019).

Federal Emergency Management Agency (FEMA). 2012. *Flood Insurance Rate Map, Santa Barbara County, California and incorporated areas.* [map]. Tabular digital data and vector digital data. Map No. 06037C1754F. September 26, 2008. https://msc.fema.gov/portal/search?AddressQuery=ballona%20wetlands#searchresultsanchor (accessed January 2019).

Google Earth. January 2019.

Lichvar, R.W. et al. The National Wetland Plant List: 2016 wetland ratings. Phytoneuron 2016-30: 1–17. Published 28 April 2016.

Padre and Associates. 2010. Final Subsequent Environmental Impact Report for Flood Control Maintenance Activities in the Goleta Slough. Prepared for Santa Barbara County. October.

Rincon Consultants, Inc. (Rincon). 2019. Biological Resources Assessment for the Vidor 5 Abandonment and Removal Project, Ballona Wetlands Ecological Reserve, Los Angeles County, California

Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens. 2009. A Manual of California Vegetation, Second Edition. California Native Plant Society, Sacramento, CA.

United States Army Corps of Engineers (USACE), Environmental Laboratory. 1987. Technical Report Y-97-1. In: United States Army Corps of Engineers Wetlands Delineation Manual. United States Army Corps of Engineers Waterways Experiment Station. Vicksburg, MS.

---------. 2005. *Regulatory Guidance Letter No. 05-05: Ordinary High Water Mark Identification*. U.S. Army Corps of Engineers. Washington, D.C.

---------. 2008a. Regional Supplement to the Corps of Engineers Wetland Delineation Manual: Arid West Region (Version 2.0). United States Army Corps of Engineers Research and Development Center. Vicksburg, MS. September

---------. 2016. National Wetland Plant List, version 3.3. Retrieved from http://rsgisias.crrel.usace.army.mil/NWPL/

---------. 2017. Minimum Standards for Acceptance of Aquatic Resources Delineation Reports (March 2017).

United States Department of Agriculture, Natural Resources Conservation Service (USDA NRCS). 2019. Web Soils Survey: Custom Soil Resource Report for Santa Barbara County, California, South Coast Part. Retrieved from https://websoilsurvey.sc.egov.usda.gov/App/HomePage.htm. Accessed 2019.

---------. 2019b. *State Soils Data Access (SDA) Hydric Soils List: California*. Retrieved from https://www.nrcs.usda.gov/Internet/FSE_DOCUMENTS/nrcseprd1316619.html. Accessed January 2019.

United States Fish and Wildlife Service (USFWS). 2019. Critical Habitat for Threatened and Endangered Species GIS Database. Retrieved from http://ecos.fws.gov/crithab/.

---------.2019b. National Wetland Inventory Data Mapper. Retrieved from https://www.fws.gov/wetlands/Data/Mapper.html. Accessed January 2019.

United States Geological Survey (USGS). 2019. *Venice, California* 7.5-minute topographic quadrangle, accessed via the National Map. September, 2019.

---------. 2019a. National Hydrography Dataset. Accessed via the National Map. 2019.

---------. 2019b. Hydrologic Cataloging Unit. Retrieved from https://fortress.wa.gov/ecy/gisprod/arcgis/rest/services/NHD. Accessed September, 2019.

Attachment A

Figures

Figure 1. Project Location

Imagery provided by Esri and its licensors © 2018.

Project Location

N

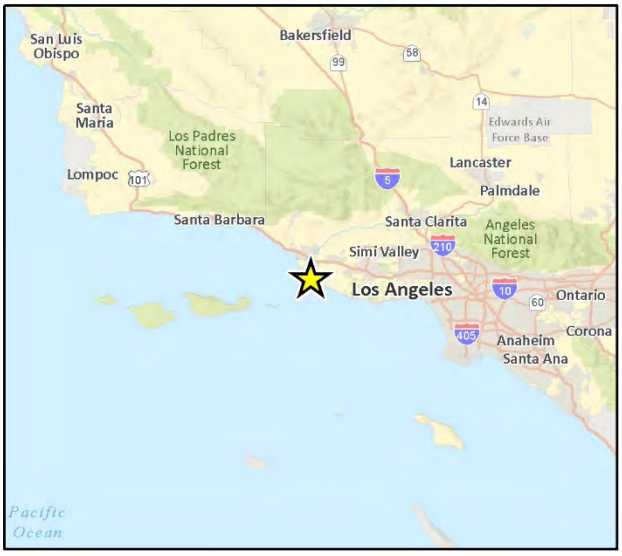


Fig 1 Regional Location March 2018 Proposal

Figure 2. Project Site

Figure 3. Soil Map

Imagery provided by Microsoft Bing and its licensors © 2019.
Additional data provided by SSURGO, 2018.

Figure 4. Vegetation Map

Attachment B

Representative Site Photographs

Photograph 1. View of project site (aspect: southwest, date: 9/16/19)

Photograph 2. View of project site (aspect: west, date: 9/16/19)

Photograph 3. View of project site, sampling point 01, illustrating ripped soil (aspect: southwest, date: 9/16/19)

Photograph 4. View of sampling point 07, a small patch of Heliotrope near the railroad tracks (aspect: south, date: 9/19/19)

Photograph 5. Representative soils sampled at soil pits (date: 09/19/19)

Photograph 6. Railroad track culvert (aspect: west, date: 09/17/19)

Photograph. Sampling point 03 near railroad track culvert (aspect: west, date: 09/17/19)

Attachment C

Wetland Delineation Data Forms

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/17/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 01

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.145690° Long: -119.181483° Datum: WGS84

Soil Map Unit Name: Cd - Camarillo loam NWI classification: Freshwater Pond

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:
Site has been ripped with equipment, disturbing top 0-8 inches of soil.

VEGETATION – Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Bromus diandrus	60 %	Y	UPL
2. Ambrosia psilostachya	5 %		FACU
3. Cynodon dactylon	2 %		FACU
4. Melilotis albus	2 %		UPL
5. Salsola tragus	1 %		FACU
6.			
7.			
8.			
	70 % = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 30 % % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	8	x 4 =	32
UPL species	62	x 5 =	310
Column Totals:	70 (A)		342 (B)

Prevalence Index = B/A = 4.89

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:
Bromus diandrus dry + dead

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/17/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 02

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): ~~None~~ slightly concave Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.1471240° Long: -119.1766634° Datum: WGS84

Soil Map Unit Name: Cc – Camarillo sandy loam, 0-2% NWI classification: NONE

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Site has been ripped with equipment, disturbing top 0-8 inches of soil.

VEGETATION – Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Cynodon dactylon	85	Y	FACU
2. Plantago lanceolata	3		FAC
3. Ambrosia psilostachya	3		FACU
4. Bromus diandrus	2		UPL
5.			
6.			
7.			
8.			
	93% = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 7% % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	3	x 3 =	9
FACU species	88	x 4 =	352
UPL species	2	x 5 =	10
Column Totals:	90 (A)		371 (B)

Prevalence Index = B/A = 4.12

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Highly compacted soils

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 9/17/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 03

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.145123° Long: -119.178604° Datum: WGS84

Soil Map Unit Name: Cd - Camarillo loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Site has been ripped with equipment, disturbing top 0-8 inches of soil.

point @ railroad tracks culvert

VEGETATION – Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Croptilon repens	10	Y	UPL
2. Cynodon dactylon	10	Y	FACU
3. Bromus diandrus	5	Y	UPL
4.			
5.			
6.			
7.			
8.			
	25% = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 75% % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 3 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	10	x 4 =	40
UPL species	15	x 5 =	75
Column Totals:	25 (A)		115 (B)

Prevalence Index = B/A = 4.60

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

sampling point alongside railroad tracks @ culvert under railroad tracks connecting to south of railroad tracks into project site.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/19/19

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 04

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.146652° Long: -119.181341° Datum: WGS84

Soil Map Unit Name: Ha – Hueneme sandy loam NWI classification: none

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Site has been ripped with equipment, disturbing top 0-8 inches of soil.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Bromus diandrus	70	Y	UPL
2. Acroptilon repens	8		UPL
3. Ambrosia psilostachya	2		FACU
4. Melilotus albus	1		UPL
5.			
6.			
7.			
8.			
	81% = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 19% % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	2	x 4 =	8
UPL species	79	x 5 =	395
Column Totals:	81 (A)		403 (B)

Prevalence Index = B/A = 4.98

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Bromus diandrus dead.

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/19/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 05

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.146438° Long: -119.179642° Datum: WGS84

Soil Map Unit Name: Hn - Huenene Sandy Loam NWI classification: None

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:
Site has been ripped with equipment, disturbing top 0-8 inches of soil.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Bromus diandrus	70	Y	UPL
2. Ambrosia psilostachya	5		FACU
3. Acroptilon repens	3		UPL
4.			
5.			
6.			
7.			
8.			
	78% = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 22% % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	0	x 2 =	0
FAC species	0	x 3 =	0
FACU species	5	x 4 =	20
UPL species	73	x 5 =	365
Column Totals:	78 (A)		385 (B)

Prevalence Index = B/A = 4.94

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:
Bromus diandrus dead

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/19/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 06

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.145538° Long: -119.180587° Datum: WGS84

Soil Map Unit Name: Hn – Hueneme Sandy Loam NWI classification: None - near Fresh-water pond

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:

Site has been ripped with equipment, disturbing top 0-8 inches of soil.

sampling point near USFWS NWI Freshwater Pond

VEGETATION – Use scientific names of plants.

	Absolute % Cover	Dominant Species?	Indicator Status
Tree Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Bromus diandrus	40	Y	UPL
2. Medicago polymorpha	7	Y	UPL
3. Ambrosia psilostachya	3	Y	FACU
4.			
5.			
6.			
7.			
8.			
	50 % = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 50 % % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: ____ (A)

Total Number of Dominant Species Across All Strata: ____ (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: ____ (A/B)

Prevalence Index worksheet:

Total % Cover of:	Multiply by:	
OBL species ____	x 1 =	____
FACW species ____	x 2 =	____
FAC species ____	x 3 =	____
FACU species ____	x 4 =	____
UPL species ____	x 5 =	____
Column Totals: ____ (A)		____ (B)

Prevalence Index = B/A = ____

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

Remarks:

Medicago and Bromus are dead

WETLAND DETERMINATION DATA FORM – Arid West Region

Project/Site: Temporary Outdoor Vehicle Storage Facility City/County: Oxnard, Ventura County Sampling Date: 09/19/2019

Applicant/Owner: Oxnard Harbor District State: CA Sampling Point: 07

Investigator(s): Thea Benson Section, Township, Range: T1N, R21W

Landform (hillslope, terrace, etc.): Flat Local relief (concave, convex, none): None Slope (%): 0

Subregion (LRR): LRRC – Mediterranean CA Lat: 34.145655° Long: -119.178141° Datum: WGS84

Soil Map Unit Name: Cd - Camarillo Loam NWI classification: NONE

Are climatic / hydrologic conditions on the site typical for this time of year? Yes ✓ No ____ (If no, explain in Remarks.)

Are Vegetation ✓, Soil ✓, or Hydrology ____ significantly disturbed? Are "Normal Circumstances" present? Yes ____ No ✓

Are Vegetation ____, Soil ____, or Hydrology ____ naturally problematic? (If needed, explain any answers in Remarks.)

SUMMARY OF FINDINGS – Attach site map showing sampling point locations, transects, important features, etc.

Hydrophytic Vegetation Present?	Yes ____	No ✓	**Is the Sampled Area within a Wetland?** Yes ____ No ✓
Hydric Soil Present?	Yes ____	No ✓	
Wetland Hydrology Present?	Yes ____	No ✓	

Remarks:
Site has been ripped with equipment, disturbing top 0-8 inches of soil.

VEGETATION – Use scientific names of plants.

Tree Stratum (Plot size: ____)	Absolute % Cover	Dominant Species?	Indicator Status
1.			
2.			
3.			
4.			
	____ = Total Cover		
Sapling/Shrub Stratum (Plot size: ____)			
1.			
2.			
3.			
4.			
5.			
	____ = Total Cover		
Herb Stratum (Plot size: 72" radius)			
1. Heliotropium curassavicum	60	Y	FACU
2. Bromus diandrus	10		UPL
3. Acroptilon repens	3		UPL
4. Atriplex prostrata	3		FACW
5.			
6.			
7.			
8.			
	76% = Total Cover		
Woody Vine Stratum (Plot size: ____)			
1.			
2.			
	____ = Total Cover		

% Bare Ground in Herb Stratum 24% % Cover of Biotic Crust ____

Dominance Test worksheet:

Number of Dominant Species That Are OBL, FACW, or FAC: 0 (A)

Total Number of Dominant Species Across All Strata: 1 (B)

Percent of Dominant Species That Are OBL, FACW, or FAC: 0 (A/B)

Prevalence Index worksheet:

Total % Cover of:		Multiply by:	
OBL species	0	x 1 =	0
FACW species	3	x 2 =	6
FAC species	0	x 3 =	0
FACU species	60	x 4 =	240
UPL species	10	x 5 =	50
Column Totals:	76 (A)		296 (B)

Prevalence Index = B/A = 3.89

Hydrophytic Vegetation Indicators:

___ Dominance Test is >50%

___ Prevalence Index is ≤3.0[1]

___ Morphological Adaptations[1] (Provide supporting data in Remarks or on a separate sheet)

___ Problematic Hydrophytic Vegetation[1] (Explain)

[1]Indicators of hydric soil and wetland hydrology must be present, unless disturbed or problematic.

Hydrophytic Vegetation Present? Yes ____ No ✓

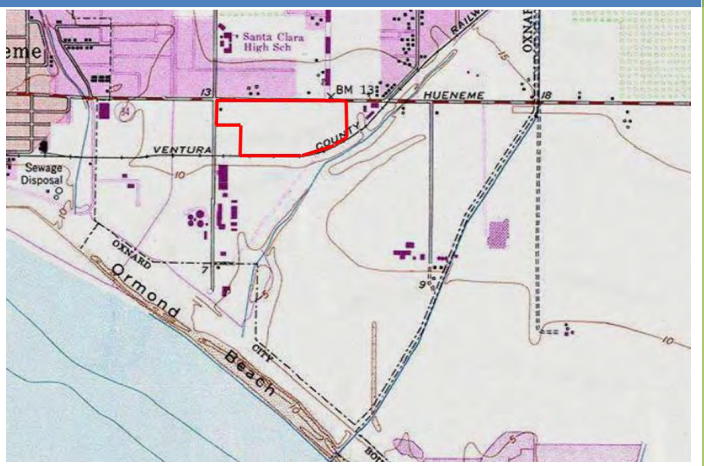
Remarks:

CITY OF
OXNARD
CALIFORNIA

APPENDIX H
Archaeological Inventory

ARCHAEOLOGICAL INVENTORY

Temporary Outdoor Vehicle Storage Facility Project



Submitted to:

Mr. Giles Pettifor
Environmental Manager
The Port of Hueneme
333 Ponoma Street
Port Hueneme, CA 93041

John M. Foster, RPA
Greenwood and Associates
1512 S. Curson Avenue
Los Angeles, CA 90019
(310) 717-5048

December 11, 2020

Abstract

The City of Oxnard (Lead Agency) has requested an archaeological inventory for the proposed Temporary Outdoor Vehicle Storage Facility Project. 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 and then remove it. The 6-foot-high perimeter fencing, landscaping, drainage, and associated infrastructure improvements would remain on-site and be maintained by the property owner.

The property was subjected to a physical survey to identify potential archaeological resources within the project area. Archival research indicated that there is one known archaeological site within a quarter-mile radius of the parcel boundaries. A foot reconnaissance of the parcel indicated two clusters (Locus 1 and 2) of low density weathered marine shell, one chert biface fragment, and one weathered elasmobranch fish vertebra.

The paucity of artifacts and low density of marine shell was considered insufficient evidence to substantiate a prehistoric origin. However, 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 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.

In consultation with Port Hueneme(Applicant), it was determined that minimal ground-disturbing activities (1/10th of an inch to 1.95 feet) would be conducted on the site and this would include grubbing, grading, or other activities except on the periphery of the project area which has been previously disturbed by pipelines, roads, and a railroad alignment. Out of an abundance of caution archaeological and Native American monitoring are recommended to avoid or document any artifacts or archaeological features that may be encountered during ground disturbing activities.

Greenwood and Associates recommends the project proceed as planned with archaeological monitoring, particularly as it relates to the proposed nature and type of impacts. If there is a change in the nature and type of impacts recommendations may need to be revised.

USGS Quadrangle: Oxnard, CA 1995
Acreage: 34 acres
Cultural Resources: Marine shell/chert biface.
Type of Investigation: Archaeological Record Search, Inventory, and radiocarbon testing.
Cover Picture: USGS Topo of project area

CONTENTS

Figures

Table

THIS REPORT IS NOT FOR PUBLIC DISTRIBUTION

INTRODUCTION

Greenwood and Associates has conducted an archaeological record search, field inventory, and radiocarbon testing for the proposed construction of a Temporary Outdoor Vehicle Storage Facility Project (Figure 1).

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 includes the following: 1. Vehicle parking area with gravel base 2. Temporary guard house 3. Portable restroom 4. Perimeter site lighting 5. Security fencing (6-feet-high) 6. Landscaping 7. Site drainage 8. Associated infrastructure improvements (i.e., curb cuts, apron, etc.). The temporary outdoor vehicle storage facility includes approximately 27.5 parkable acres to accommodate up to 4,944 vehicle spaces, which equates to a ratio of 180 spaces per acre. Upon expiration of the Special Use Permit, the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

The study was prepared in order to identify any archaeological resources within the proposed impact areas. The investigation provides the client with the necessary documentation to continue to meet its obligations relative to City of Oxnard requirements. The effort included a review of available archaeological site archives, historical maps, documents describing the proposed project area, radiocarbon dating and a survey of the project area. This report describes the results of the background research, methods and results of the field investigation, and conclusions regarding the probability of impact to cultural resources due to project-related activities.

CURRENT SETTING

The parcel consists of 34 acres of land previously used for agriculture. The area slated for development is flat. In general, ground visibility in the flat part of the parcel was moderate to excellent, having been recently plowed. The prevailing soils were a silty sand with numerous rodent holes.

BACKGROUND

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.

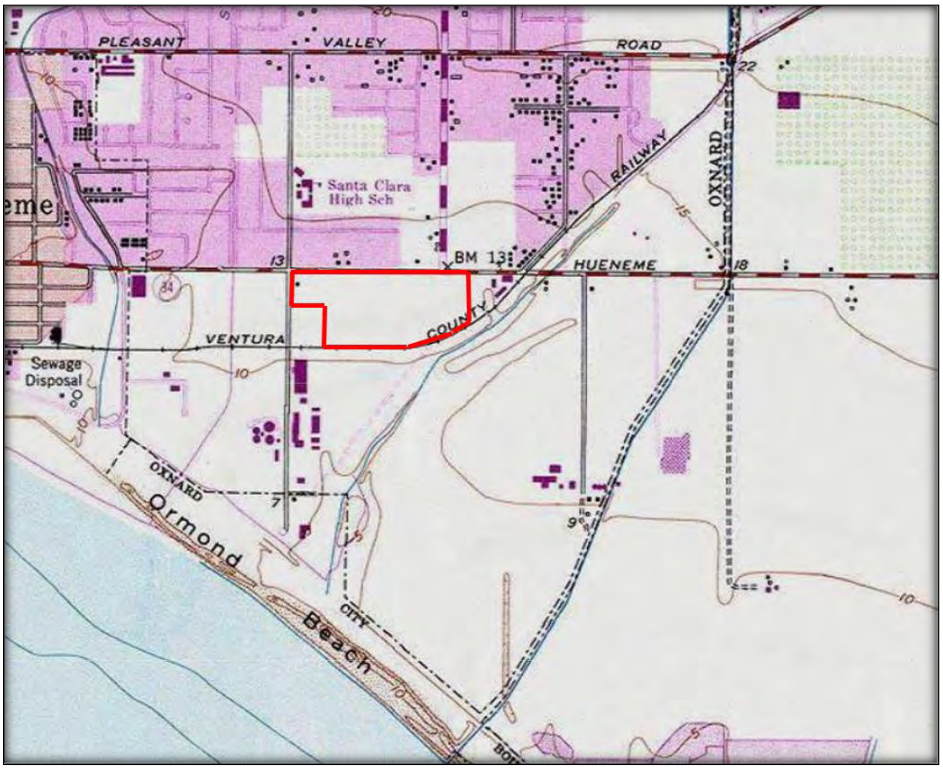


Figure 1. Vicinity Map, USGS Oxnard, CA, 7.5' quadrangle map, 1995.

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, exploited 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 exploit 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 processers 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.

LITERATURE AND ARCHIVAL REVIEW

Archives at the South Central Coastal Information Center, CSU Fullerton, were utilized only for site records due to the time constraints by the client and COVID 19 pandemic-related restrictions on access. A review of available literature, archaeological site archives, and relevant historical maps was conducted at the offices of Greenwood and Associates, with the following results:

ARCHAEOLOGICAL RESOURCES WITHIN 0.50 MILE SEARCH RADIUS

Resources within Project Area: None.

Resources within search area: One.

Surveys/Reports including Project Area: None.

Historical Map Review

USGS Maps

1904 USGS Hueneme, Calif. 15 min. Topographic Quadrangle map.
By 1904, the community of Hueneme was well established, with its core area and commercial wharf located approximately one mile west of the current project area. The project area and its immediate surroundings remained rural, and the USGS map depicts only scattered development in the area. Hueneme Road had been constructed along the northern project boundary, and along its west boundary Perkins Road – then a dirt road – was present. Saviers Road was also extant, intersecting Hueneme Road near the northeast corner of the project

area. Along the parcel's southern boundary flowed an intermittent stream that emptied into a small ocean inlet. The parcel is depicted as open land containing a single building located near the southeast corner of Perkins and Hueneme Roads. There were 11 additional buildings within 0.25 mile of the subject property in 1904: three along the south side of Hueneme Road and eight located to the north and northwest. There were no additional historical features in the immediate vicinity of the project area at that time.

1943 USGS Hueneme, Calif. 15 min. Topographic Quadrangle map.

By the time of the 1943 USGS mapping the Ventura County Railway branch of the Southern Pacific Railroad had been built along the south and southeast boundaries of the current project area. The intermittent stream formerly shown to the immediate east and south of the parcel is no longer depicted. Additionally, Perkins Road along the western edge of the property had been paved by this date. Within the subject parcel itself, a structure is represented near the corner of Perkins and Hueneme Road, as on the 1904 map. No additional structures or improvements are indicated. In the area surrounding the subject property a limited amount of development had occurred, although the neighborhood remained rural/agricultural in character. A small orchard is indicated immediately west of the parcel. There were now 13 structure within the search area on the north side of Hueneme Road, and just one on the south side.

1951 USGS Oxnard, Calif. 7.5 min. Topographic Quadrangle map.

The 1951 USGS Oxnard map illustrates only one residence on the subject parcel in approximately the same location as indicated on earlier maps, near the corner of Perkins and Hueneme Roads. Two outbuildings are depicted adjacent to the dwelling, and the remainder of the project area is depicted as undifferentiated open land. Railroad tracks remained along the south and southeast project boundaries, identified on the map as the "Ventura County Railway." A small, canalized waterway is depicted parallel to the south/southeast sides of the rail alignment. Development surrounding the parcel remained scattered and largely agricultural, with new orchards to the northeast. There were ten dwellings and nine outbuildings within the 0.25 mi search limits to the north and northwest, 13 new dwellings to the northeast, and one dwelling and one outbuilding to the east on the south side of Hueneme Road. No additional historical features are represented in the vicinity of the project area.

1967 USGS Oxnard, Calif. 7.5 min. Topographic Quadrangle map.

Changes within the project area depicted on the 1967 USGS map are limited to the removal of two outbuildings formerly associated with a residence at the corner of Perkins and Hueneme Roads; the residence itself remained at this date and the surrounding acreage is depicted as undifferentiated open land. In proximity to the project area, the Ventura County Railway tracks and canalized stream remained along the south and southeast edge of the property. A group of industrial buildings had been constructed along Perkins Road to the south, and to the north of the project area there was a new school on the east side of Perkins

Road. To the east of the project area three commercial or industrial buildings had been added, adjacent to the railroad alignment. No new residences or other built features are depicted within the search limits.

Historical Insurance Maps

Sanborn Insurance Company

The 1888-1929 Sanborn Insurance Co. maps for the Village of Hueneme do not take in the current project area.

SURVEY RESULTS

The field survey was conducted on October 28, 2020 by John M. Foster, RPA and followed up on November 17, 2020 to further assess the area and to collect samples. Ground visibility was approximately 40 percent which prevented an accurate delineation of potential site boundaries. There are either two separate sites or one site covered by grasses designated as Locus 1 and 2.

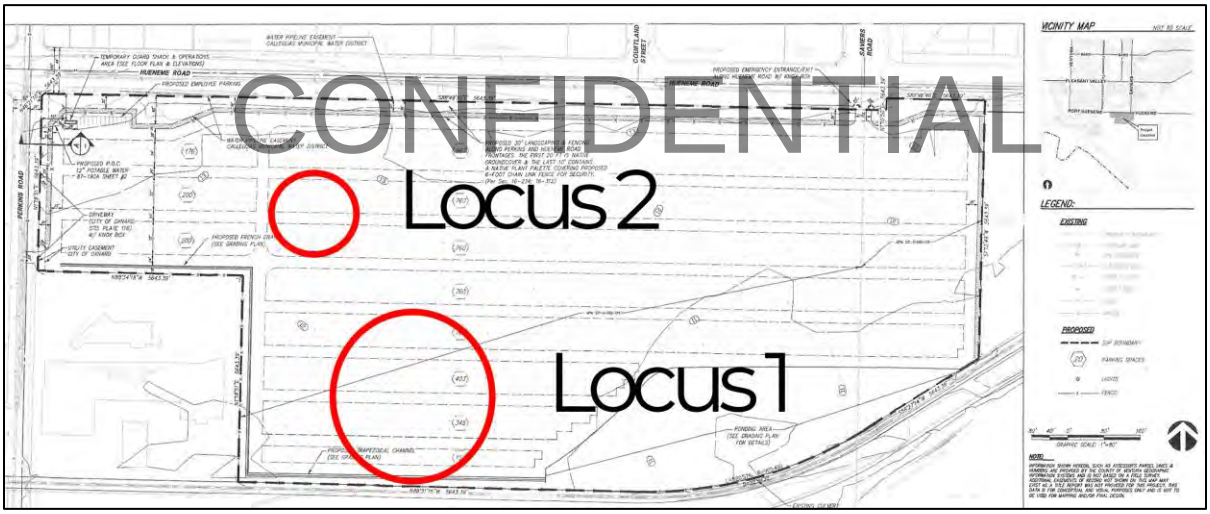


Figure 2. Project Loci.

The materials observed consist of fragmented marine shell, leached of color suggesting age and highly fragmented which is typical of prehistoric sites along the coast. One weathered elasmobranch fish vertebra was observed. One possible chert bifacial knife fragment was located in Locus 1 but left in-situ. No other artifacts were observed although this is tempered by the lack of ground visibility.

No fire affected rocks were observed, and no dark or ashy soils were observed. There are a couple of possibilities that might explain the presence of the shell fragments: 1. they are modern

but highly weathered, 2. they are prehistoric and part of a small temporary processing camp that might be related to the village site to the west, or 3. they may represent fossil deposits that have been plowed up by farming activities.

The paucity of artifacts and low density of marine shell was considered insufficient evidence to substantiate a prehistoric origin. However, 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 convention for presenting radiocarbon dates is to reference 1950 as "Before Present (BP)" The two samples from Locus 1 returned a date range of 4839-6818 BP or almost 7,000 years old and suggest the deposition of the shell was prehistoric in origin. The two samples from Locus 2 returned a date range of 542-1950 BP which could make them modern or late Prehistoric. It should be noted that these dates for the shell fragments do not conclusively prove they were result of human activities, just that they could have been.

Table 1. Radiocarbon Dates	
Identification Number	Date Range (PB)
Beta-576454	6818-6000 PB
Beta-576455	5676-4839 PB
Beta-576456	613-1950 PB
Beta-576457	542-1950 PB

IMPACTS

In consultation with Port Hueneme, Applicant, it was determined that minimal ground-disturbing activities (1/10th of an inch to 1.95 feet) would be conducted on the site (Figure 3) and this would include grubbing, grading, or other activities except on the periphery of the project area which has been previously disturbed by pipelines, roads, and a railroad alignment.

The eastern part of Locus 1 would potentially be impacted by the grading of 1/10th of an inch to less than six inches. Locus 2 would not be impacted.

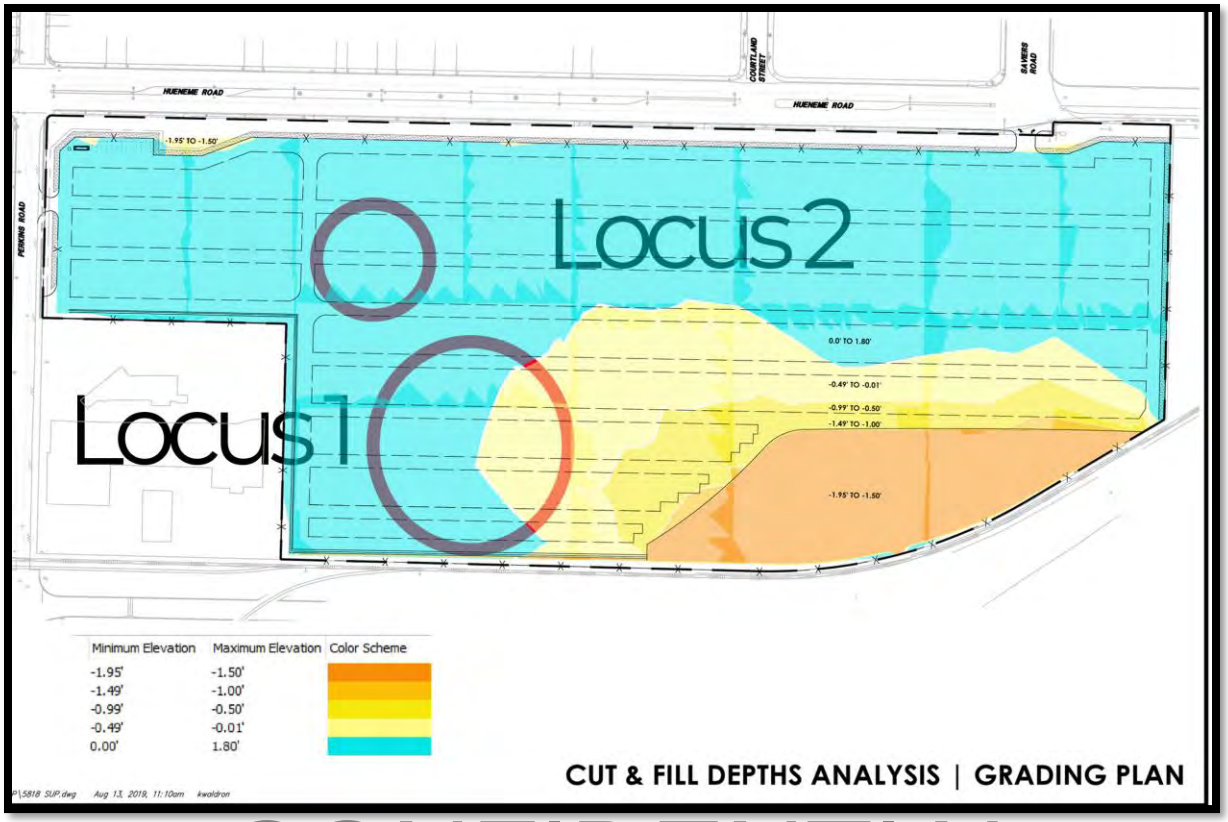


Figure 3. Grading Plan.

RECOMMENDATIONS

Out of an abundance of caution archaeological and Native American monitoring are recommended to avoid or document any artifacts or archaeological features that may be encountered during ground disturbing activities.

In the event of an accidental discovery of any human remains in a location other than a dedicated cemetery, the steps and procedures specified in Health and Safety Code 7050.5, State CEQA Guidelines 15064.5(d), and Public Resources Code 5097.98 shall be implemented. Specifically, in accordance with Public Resources Code (PRC) Section 5097.98, the Ventura County Coroner shall be notified within 24 hours of the discovery of potentially human remains. The Coroner typically would then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she would contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC Section 5097.98. The NAHC typically would then designate a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification.

The MLD typically would then have the opportunity to recommend to the property owner or the project proponent means for treating or disposing of, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. Whenever the NAHC is unable to identify a MLD, or the MLD fails to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of PRC Section 5097.94 fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative would re-inter the human remains and items associated with Native American burials with appropriate dignity on the property in a location not subject to further subsurface disturbance.

REFERENCES

Drapeau, Louis C.

1965 The Rancho Ex-Mission of Ventura County, California. *Ventura County Historical Society Quarterly* 11(1):8-23.

Engelhardt, Fr. Zephyrin, O.F.M.

1930 *Mission San Buenaventura*. Schauer Printing Studios, Inc., Santa Barbara, CA.

Glassow, Michael A.

1980 Recent Developments in the Archaeology of the Channel Islands. In *The California Islands*, edited by D. Power, pp. 79-99. Santa Barbara Museum of Natural History, Santa Barbara.

Glassow, Michael A., and Larry Wilcoxon

1979 *Coastal Adaptations North and South of Point Concepcion, California, with Particular Regard to Shellfish Exploitation.* Paper presented at the 44th Annual Meeting of the Society for American Archaeology, Vancouver.

Grant, Campbell

1978 Eastern Coastal Chumash. In *California,* edited by Robert F. Heizer, pp. 509-523. *Handbook of North American Indians*, vol. 8, William Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Greenwood, Roberta S.

1989 The California Ranchero: Fact and Fancy. In *Colombian Consequences, Archaeological and Historical Perspectives on the Spanish Borderlands West,* Vol. 1. David Hurst Thomas, editor, pp. 451-465. Smithsonian Institution Press, Washington and London.

Greenwood, Roberta S., and Robert O. Browne
1969 *The Browne Site: Early Milling Stone Horizon in Southern California.* American Antiquity 34(4), Society for American Archaeology.

Sanborn Map Company
1888-1929 *Hueneme, California.* Sanborn Map Company, New York.

1900-1929 *Oxnard, Ventura County, California.* Sanborn Map Company, New York.

San Buenaventura Research Associates (SBRA)
2005 *Downtown Oxnard Historic Resources Survey, Final Report.* Prepared for the City of Oxnard.

Thompson, Thomas H., and Albert Augustus West
1883 *History of Santa Barbara and Ventura Counties, California*. Thompson and West, Oakland.

Triem, Judith P.
1985 *Ventura County: Land of Good Fortune: An Illustrated History.* Ventura County Historical Society.

Westgaard, Waldemar
1916 Thomas R. Bard and the Beginnings of the Oil Industry in Southern California. Published in *Annual Publication of the Historical Society of Southern California, 1915-1916, Parts I and II, Vol. 10.*

CITY OF
OXNARD
CALIFORNIA

APPENDIX I
Hydrology Study

JENSEN DESIGN & SURVEY, INC

1672 Donlon Street
Ventura, CA 93003
Local 805.654.6977
Fax 805.654.6979
www.jdscivil.com

HYDROLOGY REPORT

TEMPORARY OUTDOOR VEHICLE STORAGE
HUE02.5815

for: Port of Hueneme

HYDROLOGY REPORT

TEMPORARY OUTDOOR VEHICLE STORAGE
PERKINS RD AND HUENEME RD

APN#231-0-092-245 & 231-0-092-105

Perkins Rd and Hueneme Rd
Oxnard, CA 93033

prepared for:
Christina Birdsey
Port of Hueneme
333 Ponoma Street
Port Hueneme, CA 93044

prepared by:
Jensen Design & Survey, Inc.
1672 Donlon St.
Ventura, CA 93003

James C. McCoskey, P.E.

R.C.E. 76941

1st Submittal: August 8, 2018

Revised: March 4, 2019

Revised: March 20, 2019

Revised: August 24, 2021

TABLE OF CONTENTS

APPENDICES

1.0 PROJECT OVERVIEW

1.1. PROJECT DESCRIPTION & LOCATION

The proposed site for the Port of Hueneme temporary vehicle storage area is located at the Southeast corner of Perkins Rd. and W. Hueneme Rd. in Oxnard, CA. Proposed improvements consist of: grubbing, regrading, and installing a gravel surface to create a temporary storage area for approximately 6,000 vehicles that will be offloaded from the Port of Hueneme. There will be a small increase in impervious area of less than one percent of the 33.74 acre site. See Appendix A for the Location Map. This project will be constructed with a Special Use Permit for a temporary 5 year term through the City of Oxnard (City).

1.2. SITE CONDITIONS

The existing and proposed site conditions are shown in the grading plan exhibit in Appendix A.

1.2.1. Existing Drainage Patterns

Currently, the whole site is undeveloped but has been tilled in the past with portions of the site previously graded and used for temporary parking. The site is relatively flat with a minimal slope ranging from 0.2% to 0.6% across the site. During storm events, the water either infiltrates into the ground, ponds in place, or drains towards the Southeast into an existing storm drain outlet that runs under the railroad on the South side of the lot. Any runoff leaving the site from this outlet sheet flows onto gravel and vegetation approximately 140 from the Oxnard Industrial Drain, now called the Ormond Lagoon Waterway, that is designed for a 100 year storm event. The storm drain outlet consists of a wing wall and three 12-inch CMP pipes. The outlet is currently filled with debris and sediment. The images below show the current condition of the outlet structure. The pipes are approximately 15 feet long and sloped at 6% to the South.

Figure 1- Existing Culvert Inlet

Figure 2- Existing Culvert Outlet

1.2.2. Proposed Drainage Patterns

The proposed conditions will drain the site towards the storm drain outlet at an average design slope of 0.5%. The storage area will be covered with approximately one inch of gravel which will allow the water to infiltrate into the ground at the same rate as the existing conditions. There are proposed French drains located at the South of the site. The French drains will be sloped at 0.2% and lead to a concrete rectangular channel which flows toward the existing storm drain outlet. Historical drainage patterns are maintained. The outlets will be cleaned of debris and maintained after storm events.

1.3. REPORT OBJECTIVE

The intent of this report is to provide analysis of the proposed drainage facilities for the Port of Hueneme temporary vehicle storage area and to demonstrate the site is designed in accordance with City of Oxnard design standards and sound engineering principles.

2.0 DESIGN METHODOLOGY

2.1. EXISTING ON-SITE FLOWS

Storm water flows in the existing condition were calculated using the City's Cook's Method and Ventura County's (County's) method. The entire site was analyzed as one area since there is only one 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. The analysis showing the calculations for the existing peak flows can be found in Appendix B, and is summarized in the table below.

Table 1-Existing Condition
Modified Cook's Storm Water Flows

Existing Onsite Drainage			
Area (ac)	Q10 (cfs)	Q50 (cfs)	Q100 (cfs)
33.7	23.0	39.0	46.0

2.2. PROPOSED ON-SITE FLOWS

The proposed on-site flows are assumed to be the same because the improvements hold lined grade. The only impervious area added is a rectangular channel to aid in conveying the water off site and the guard shack. The total impervious area is 2,624 square feet, 0.18 percent of the total site. Two sub-areas 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 the table below. The County's Method was used to analyze detention.

Table 2-Proposed Condition
Modified Cook's Storm Water Flows

Developed Onsite Drainage				
Drainage Area	Area (ac)	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

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 were sized with a slope of 0.2%, width of three feet, and a height of one and a half feet. The calculations for the peak flows, drain sizing, and channel sizing can be found in Appendix B.

3.0 Q100 PAD PROTECTION

In the proposed development, the water will periodically pond near the existing storm drainage outlet. The extent of ponding is marked on the grading plan exhibit in Appendix A. Cars will not be stored in this area. Cars will be protected from flooding up to the 100 year storm event, exceeding Oxnard's hydrology requirements. According to FEMA mapping dated 2010, the site is in a 500 year flood zone. The FEMA map is located in Appendix E. This 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. Due to the potential for water flow onto the site from flooding of the Ormond Lagoon Waterway, an extra volume of 34,124 cubic feet of storage was included in detention to accommodate the additional water from the overflow of the Ormond Lagoon Waterway (Oxnard Industrial Drain).

4.0 DETENTION

4.1. DETENTION REQUIREMENTS

Runoff from the site will flow into the existing storm drain outlet. The storm drain outlet consists of a wing wall and three 12-inch CMP culverts that outlet to the Oxnard Industrial Drain. Detention is assumed based on the high peak flows and the limited size of the outlets. The detention needed will be calculated with the Hydraflow Hydrograph software.

The proposed site drains to the low spot near the existing outlet. Since the runoff will pond around the outlet, the area was analyzed as a detention basin. The volume and peak flow for the detention analysis was calculated with the County's method. The detention basin was sized based on the 100 year storm event, which resulted in the peak flows of 28 cfs into the basin and 2.4 cfs discharged through the culvert. The required detention volume for the site 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 detention basin was also analyzed for the 10 and 50 year storm event. These calculations can be found in Appendix C. The extra 34,124 cubic feet of storage is for the additional water from the overflowing of the Ormond Lagoon Waterway (Oxnard Industrial Drain). The water level in detention basin for the 100 year storm event is 0.43 feet high and flows into the outlet. The outlet does not become pressurized and the water level after it exits the detention basin is 0.11 feet high. The cross section of the detention basin with flow lines is shown in the figure below. The outlet was analyzed with the Federal Highway Administration's HY-8 culvert software. The 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.

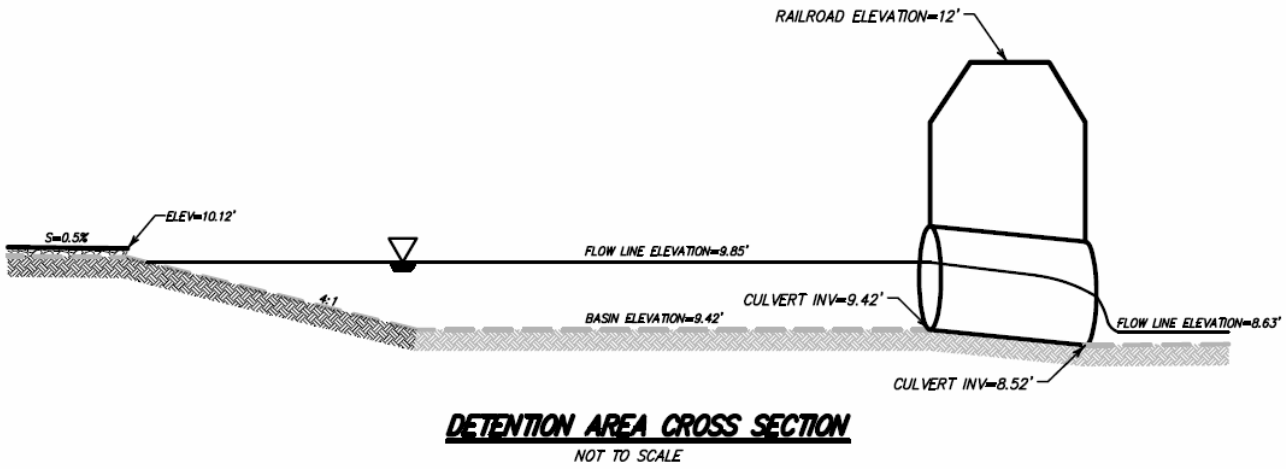


Figure 3-Cross Section of Detention Area

5.0 MS4 PERMIT COMPLIANCE

The proposed development is not subject to the MS4 Permit requirements because it does not fall into any of the categories listed in Part 4 E.II.1. of the permit. The temporary vehicle storage area contains less than 5,000 SF of impervious area on the site and cars will parked at the site for temporary storage. Vehicles will be offloaded and on loaded onto the site for extended periods of time. The proposed development will not increase the storm runoff.

The ground will be compacted to a maximum of 80-85% 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.

6.0 CONCLUSIONS

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 will be detained when necessary prior to being routed to the Ormond Lagoon Waterway (Oxnard Industrial Drain). Calculations included in this report support the basis for the design, ensuring that all requirements put forth by the City of Oxnard are met.

7.0 APPENDICES

APPENDIX A: HYDROLOGY EXHIBITS

APPENDIX B: RUNOFF ANALYSIS

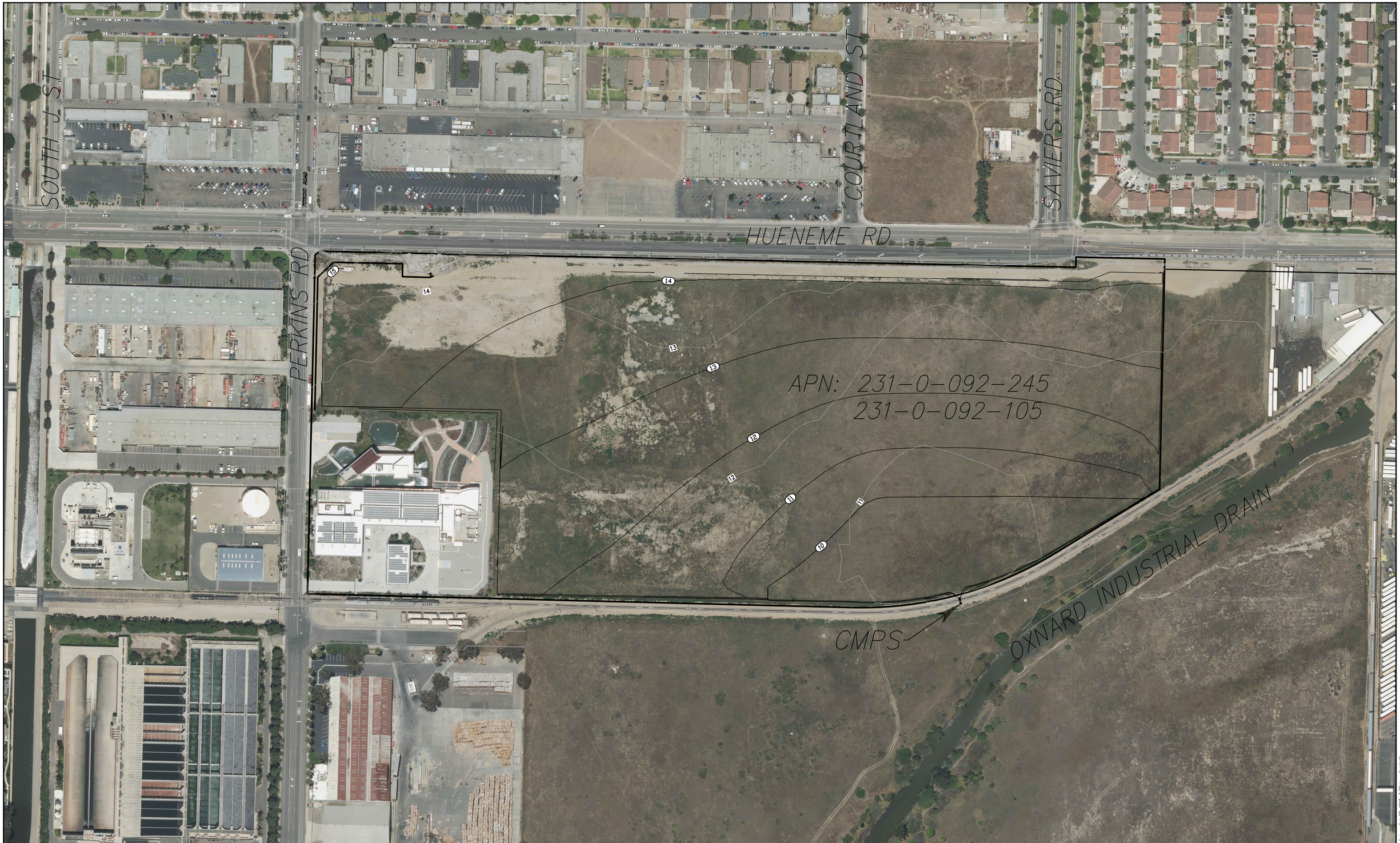
APPENDIX C: DETENTION ANALYSIS

APPENDIX D: HISTORICAL PICTURES

APPENDIX E: FEMA MAP

APPENDIX A

HYDROLOGY EXHIBITS



100' 50' 0' 100' 200'

GRAPHIC SCALE: 1"=100'

NOTE:

INFORMATION SHOWN HEREON, SUCH AS ASSESSOR'S PARCEL LINES & NUMBERS ARE PROVIDED BY THE COUNTY OF VENTURA GEOGRAPHIC INFORMATION SYSTEMS AND IS NOT BASED ON A FIELD SURVEY. ADDITIONAL EASEMENTS OF RECORD NOT SHOWN ON THIS MAP MAY EXIST AS A TITLE REPORT WAS NOT PROVIDED FOR THIS PROJECT. THIS DATA IS FOR CONCEPTUAL AND VISUAL PURPOSES ONLY AND IS NOT TO BE USED FOR MAPPING AND/OR FINAL DESIGN.

JENSEN DESIGN & SURVEY, INC
www.jdscivil.com
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
FAX 805/654-6979

SCALE: 1"=100' | J.N.: HUE02.5815

DATE: 8/8/2018 | DWG. NAME: 5815_Location_Map.dwg

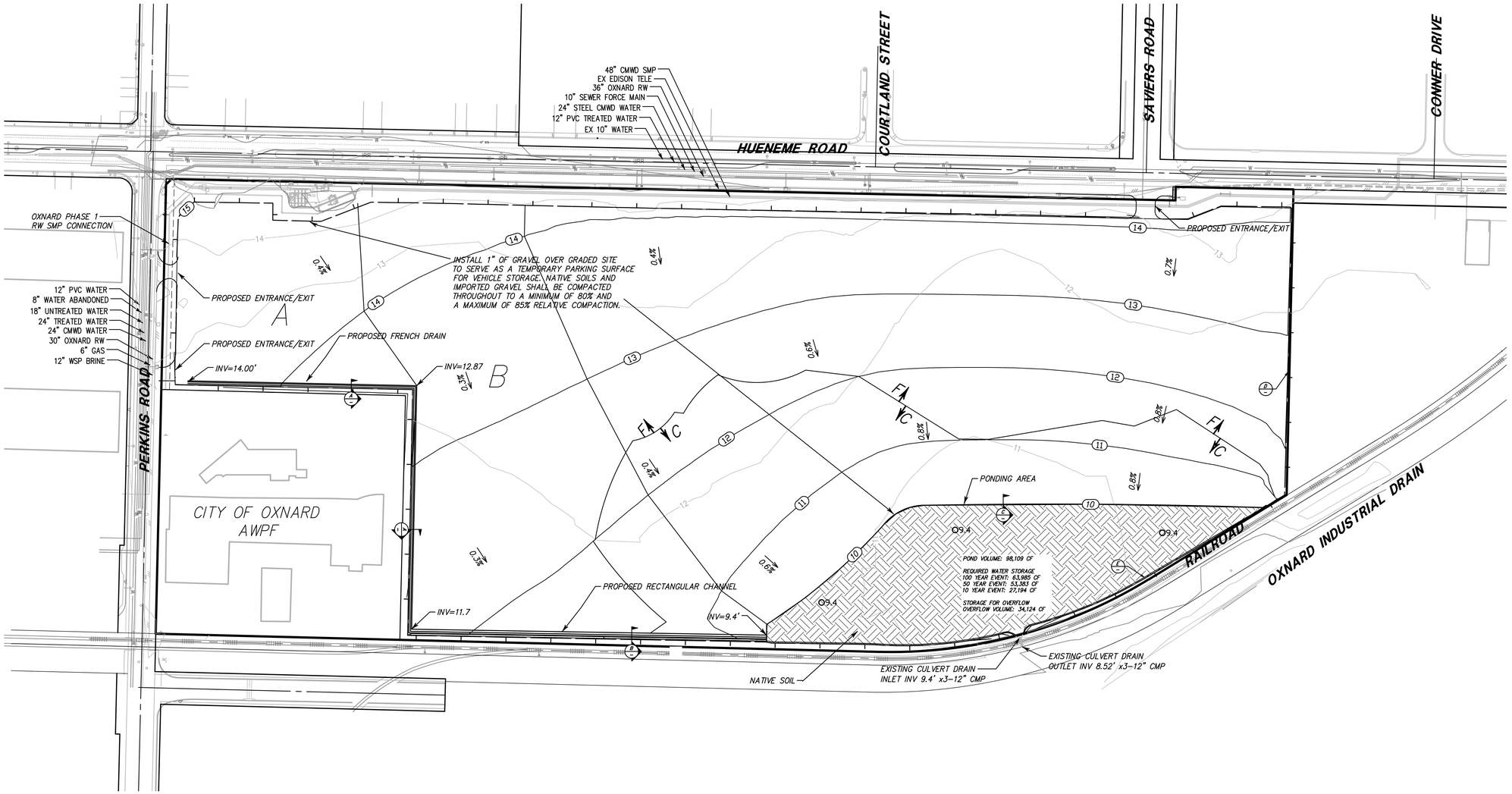
LOCATION MAP
FOR
GLOVIS

Perkins Rd and Hueneme Rd
City of Oxnard

COUNTY OF VENTURA STATE OF CALIFORNIA

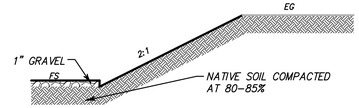
SHEET 1 OF 1

J:\HUE2\5815\Eng\CAD\5815_Location_Map.dwg Aug 08, 2018 - 4:08pm dtrumbetti



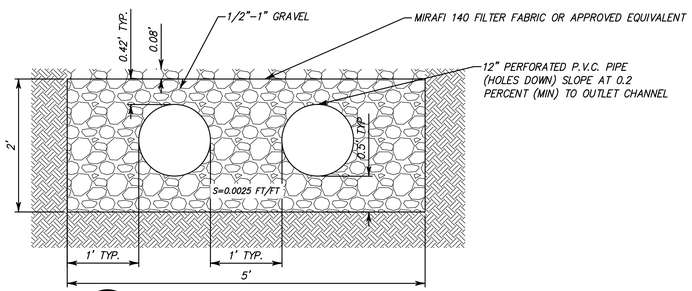
DISTURBED AREA OF DEVELOPMENT: 1,395,221 SF
GROSS CUT OF GRADING: 7,739 CY
GROSS FILL OF GRADING: 21,489 CY

TOTAL NET CUT: 13,750 CY (IMPORT)

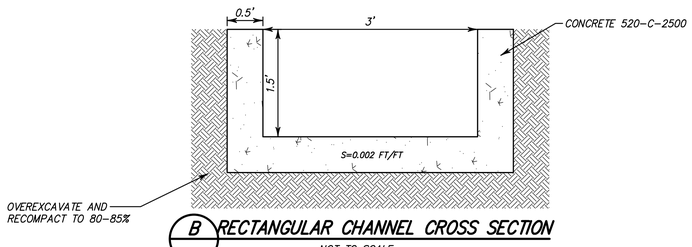


E — TYPICAL CUT SECTION
NOT TO SCALE

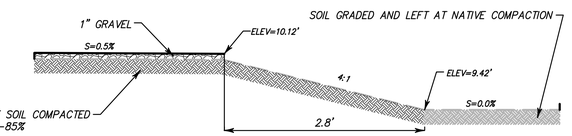
D — TYPICAL FILL SECTION
NOT TO SCALE



A — TYPICAL DRAIN SECTION
NOT TO SCALE



B — RECTANGULAR CHANNEL CROSS SECTION
NOT TO SCALE



C — TYPICAL PONDING AREA SECTION
NOT TO SCALE

NOTICE TO THE CONTRACTOR

THE EARTHWORK SUMMARY IS PROVIDED AS A COURTESY AND CONVENIENCE TO THE CONTRACTOR. QUANTITIES SHOWN ARE APPROXIMATE, BASED ON THE DIFFERENCES BETWEEN EXISTING GROUND ELEVATIONS AND ROUGH GRADE ELEVATIONS. QUANTITIES PROVIDED MAKE NO PROVISIONS FOR STRIPPING, OR OVEREXCAVATION. VARIABLES SUCH AS COMPACTION, SHRINKAGE AND THE CONTRACTORS METHOD OF OPERATION, WILL CAUSE THE VOLUME OF DIRT MOVED IN THE FIELD TO DEVIATE FROM THE CALCULATED QUANTITIES. IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE EARTHWORK REQUIREMENTS TO ROUGH GRADE THIS JOB.

CAUTION:

EXISTING UTILITIES WERE LOCATED FROM BEST AVAILABLE INFORMATION. CONTRACTOR SHALL POTHOLE AND LOCATE EXISTING UTILITIES PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY DISCREPANCIES.

ELEVATION DATUM
NAVD88

100' 50' 0' 100' 200'
GRAPHIC SCALE: 1"=100'

NOTE:

THIS PLAN IS APPROVED FOR CONSTRUCTION WHEN SIGNED BY THE PERMITTING AGENCY AND CIVIL ENGINEER, AND A PERMIT IS ISSUED.

REGISTERED PROFESSIONAL ENGINEER SCOTT D. MECKSTROTH No. C63337 CIVIL STATE OF CALIFORNIA

JENSEN DESIGN & SURVEY, INC
www.jdscivil.com
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-6977
FAX 805/654-6979

SCOTT D. MECKSTROTH R.C.E. C63337 DATE

AS BUILT CERTIFICATE

I HEREBY CERTIFY THAT THE WORK SHOWN ON DRAWING No. ____ SHEET No. ____ THROUGH ____ ,MARKED AS "AS BUILT", HAS BEEN CONSTRUCTED IN CONFORMANCE WITH LINES AND GRADES AS SHOWN ON SAID PLANS, DRAWINGS, REFERENCED SPECIFICATIONS, AND APPROVED CHANGE ORDERS, AS INDICATED IN THE REVISION BLOCK.

DATE SIGNATURE

NAME INSPECTOR

REVISIONS

MARK	DATE	DESCRIPTION	BY

REVIEWED BY:
CLARA MAGANA

CITY OF OXNARD CALIFORNIA
Development Services Department

ROUGH GRADING PLAN
OUTDOOR VEHICLE STORAGE

ACCEPTED BY: CITY ENGINEER R.C.E. 46333 DATE

SCALE: HORIZ. AS NOTED
VERT. AS NOTED

DRAWN BY: DCC
CHECKED BY: SDM

SHEET No. 2 OF 2

DRAWING NUMBER
DWG NO

APN 231-0-092-105
APN 231-0-092-245

GLOVIS-TEMPO

Mar 22, 2019
ROUGH GRADING

APPENDIX B

RUNOFF ANALYSIS

CITY OF OXNARD'S COOK METHOD

MODIFIED COOK'S-HYDROLOGIC CALCULATIONS

Project: **Temporary Vehicle Storage - Hueneme** Job No. **HUE02.5815.001** Sheet: **1** of **1**
Watershed: **A** Designed: **DCC** Date: **Oct 26,2017**
Concentration Point: **1** Checked **SDM** Date: **6-Aug-18**
Undeveloped

Watershed Constants:

Drainage Area	**2.7**	Acres			
Length	**325**	Feet	Fall	**2.25**	Feet
Width	**361.88**	Feet	Slope	**0.69**	%
Length/Width	**0.90**		Shape Correction Factor	**115.0**	
Soil Type	**B**		RI-Correction Factor	**123**	%

Computation of "C"

Type of Development	"C" Factor	Present	Future
Undeveloped	40-45	45%	45%
Residential	60		0%
Commercial & Industrial	70		0%

Composite "C" Factor (Plate 62 Oxnard Standards)
Runoff: Q (from Curve): **1.44** x L/W Factor **1.15** x RI Factor **1.23**

Frequency		Frequency Factor	Q
20%	Q_5	65%	1.33 cfs
10%	Q_{10}	100%	**2.04** cfs
4%	Q_{25}	135%	2.75 cfs
2%	Q_{50}	170%	3.47 cfs
1%	Q_{100}	200%	4.08 cfs

MODIFIED COOK'S-HYDROLOGIC CALCULATIONS

Project: **Temporary Vehicle Storage - Hueneme** Job No. **HUE02.5815.001** Sheet: **1** of **1**
Watershed: **A+B** Designed: **DCC** Date: **Oct 26,2017**
Concentration Point: **1** Checked **SDM** Date: **6-Aug-18**
Undeveloped

Watershed Constants:

Drainage Area **10.1** Acres
Length **784** Feet
Width **561.17** Feet
Fall **2.5** Feet
Slope **0.32** %

Length/Width **1.40**
Soil Type **B**
Shape Correction Factor **112.2**
RI-Correction Factor **123** %

Computation of "C"

Type of Development	"C" Factor	Present	Future
Undeveloped	40-45	45%	45%
Residential	60		0%
Commercial & Industrial	70		0%

Composite "C" Factor (Plate 62 Oxnard Standards)
Runoff: Q (from Curve): **5.52** x L/W Factor **1.12** x RI Factor **1.23**

Frequency		Frequency Factor	Q
20%	Q_5	65%	4.95 cfs
10%	Q_{10}	100%	**7.62** cfs
4%	Q_{25}	135%	10.29 cfs
2%	Q_{50}	170%	12.95 cfs
1%	Q_{100}	200%	15.24 cfs

MODIFIED COOK'S-HYDROLOGIC CALCULATIONS

Project: **Temporary Vehicle Storage - Hueneme** Job No. **HUE02.5815.001** Sheet: **1** of **1**
Watershed: **Total Site** Designed: **DCC** Date: **Oct 26,2017**
Concentration Point: **1** Checked **SDM** Date: **6-Aug-18**
Undeveloped

Watershed Constants:

Drainage Area **33.7** Acres
Length **840** Feet
Width **1747.59** Feet
Fall **5** Feet
Slope **0.60** %

Length/Width **0.48**
Soil Type **B**
Shape Correction Factor **119.7**
RI-Correction Factor **123** %

Computation of "C"

Type of Development	"C" Factor	Present	Future
Undeveloped	40-45	45%	45%
Residential	60		0%
Commercial & Industrial	70		0%

Composite "C" Factor (Plate 62 Oxnard Standards)
Runoff: Q (from Curve): **15.61** x L/W Factor **1.20** x RI Factor **1.23**

Frequency		Frequency Factor	**Q**
20%	Q_5	65%	14.94 cfs
10%	Q_{10}	100%	**22.98** cfs
4%	Q_{25}	135%	31.02 cfs
2%	Q_{50}	170%	39.07 cfs
1%	Q_{100}	200%	45.96 cfs

French Drain Design

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.010	
Channel Slope	0.00200	ft/ft
Normal Depth	12.00	in
Diameter	12.00	in

Results

Discharge	2.07	ft^3/s
Flow Area	0.79	ft^2
Wetted Perimeter	3.14	ft
Hydraulic Radius	3.00	in
Top Width	0.00	ft
Critical Depth	0.61	ft
Percent Full	100.0	%
Critical Slope	0.00412	ft/ft
Velocity	2.64	ft/s
Velocity Head	0.11	ft
Specific Energy	1.11	ft
Froude Number	0.00	
Maximum Discharge	2.23	ft^3/s
Discharge Full	2.07	ft^3/s
Slope Full	0.00200	ft/ft
Flow Type	SubCritical	

GVF Input Data

Downstream Depth	0.00	in
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	in
Profile Description		
Profile Headloss	0.00	ft
Average End Depth Over Rise	0.00	%
Normal Depth Over Rise	100.00	%
Downstream Velocity	Infinity	ft/s

Channel Sizing

Project Description

Friction Method	Manning Formula
Solve For	Discharge

Input Data

Roughness Coefficient	0.013	
Channel Slope	0.00200	ft/ft
Normal Depth	1.50	ft
Bottom Width	3.00	ft

Results

Discharge	18.99	ft^3/s
Flow Area	4.50	ft^2
Wetted Perimeter	6.00	ft
Hydraulic Radius	0.75	ft
Top Width	3.00	ft
Critical Depth	1.08	ft
Critical Slope	0.00494	ft/ft
Velocity	4.22	ft/s
Velocity Head	0.28	ft
Specific Energy	1.78	ft
Froude Number	0.61	
Flow Type	Subcritical	

GVF Input Data

Downstream Depth	0.00	ft
Length	0.00	ft
Number Of Steps	0	

GVF Output Data

Upstream Depth	0.00	ft
Profile Description		
Profile Headloss	0.00	ft
Downstream Velocity	Infinity	ft/s
Upstream Velocity	Infinity	ft/s
Normal Depth	1.50	ft
Critical Depth	1.08	ft
Channel Slope	0.00200	ft/ft
Critical Slope	0.00494	ft/ft

APPENDIX C

DETENTION ANALYSIS

VENTURA COUNTY'S METHOD

HY-8 Culvert Analysis Report

Crossing Discharge Data

Discharge Selection Method: User Defined

Table 1 - Summary of Culvert Flows at Crossing: Crossing 1

Headwater Elevation (ft)	Total Discharge (cfs)	Culvert 1 Discharge (cfs)	Culvert 2 Discharge (cfs)	Culvert 3 Discharge (cfs)	Roadway Discharge (cfs)	Iterations
9.85	2.40	0.80	0.80	0.80	0.00	7
10.17	4.92	1.64	1.64	1.64	0.00	3
12.00	14.72	4.91	4.91	4.91	0.00	Overtopping

Rating Curve Plot for Crossing: Crossing 1

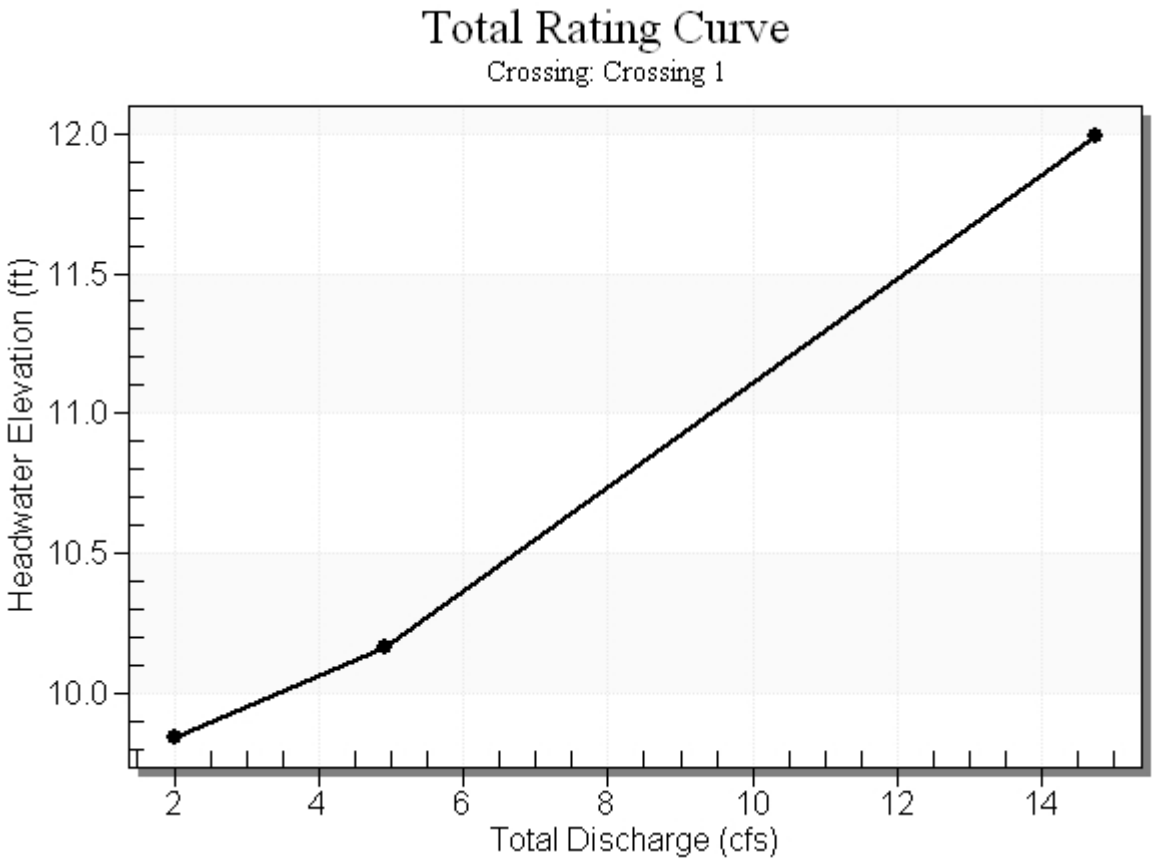


Table 2 - Culvert Summary Table: Culvert 1

Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
2.40	0.80	9.85	0.446	0.0*	1-S2n	0.283	0.337	0.283	0.108	3.532	2.491
4.92	1.64	10.17	0.768	0.0*	1-S2n	0.459	0.542	0.459	0.184	4.506	3.464

* Full Flow Headwater elevation is below inlet invert.

****

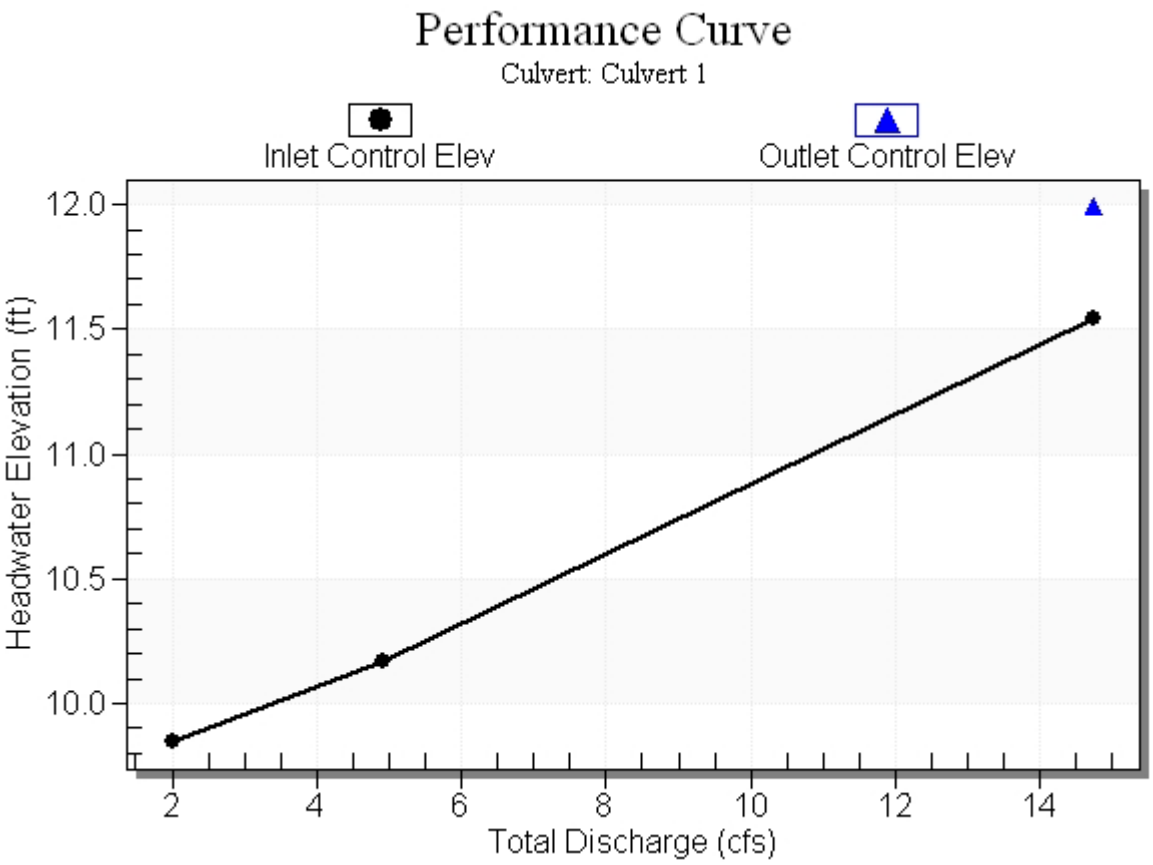
Straight Culvert

Inlet Elevation (invert): 9.42 ft, Outlet Elevation (invert): 8.52 ft

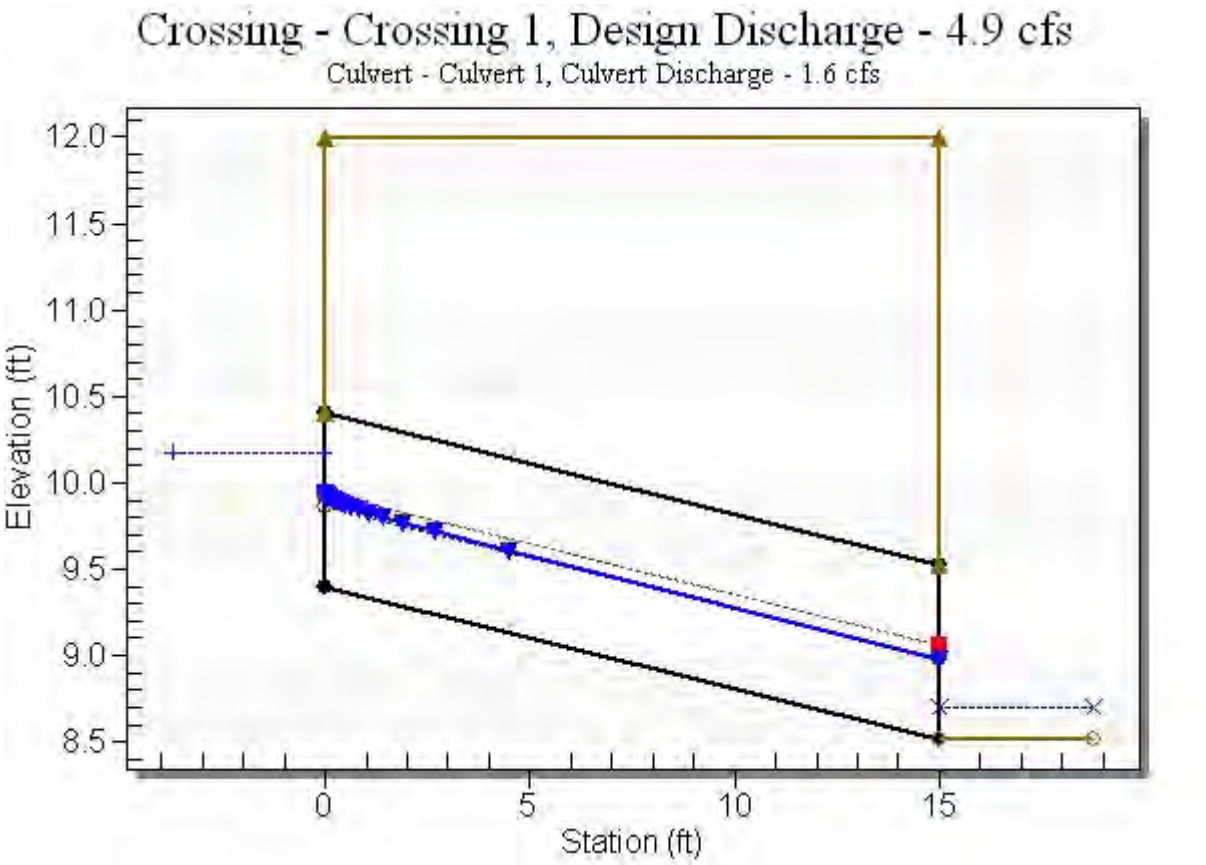
Culvert Length: 15.03 ft, Culvert Slope: 0.0587

****

Culvert Performance Curve Plot: Culvert 1



Water Surface Profile Plot for Culvert: Culvert 1



Site Data - Culvert 1

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 9.42 ft

Outlet Station: 15.00 ft

Outlet Elevation: 8.52 ft

Number of Barrels: 1

Culvert Data Summary - Culvert 1

Barrel Shape: Circular

Barrel Diameter: 1.00 ft

Barrel Material: Corrugated Aluminum

Embedment: 0.00 in

Barrel Manning's n: 0.0310

Culvert Type: Straight

Inlet Configuration: Square Edge with Headwall

Inlet Depression: None

Table 3 - Culvert Summary Table: Culvert 2

Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
2.40	0.80	9.85	0.446	0.0*	1-S2n	0.283	0.337	0.283	0.108	3.532	2.491
4.92	1.64	10.17	0.768	0.0*	1-S2n	0.459	0.542	0.459	0.184	4.506	3.464

* Full Flow Headwater elevation is below inlet invert.

****

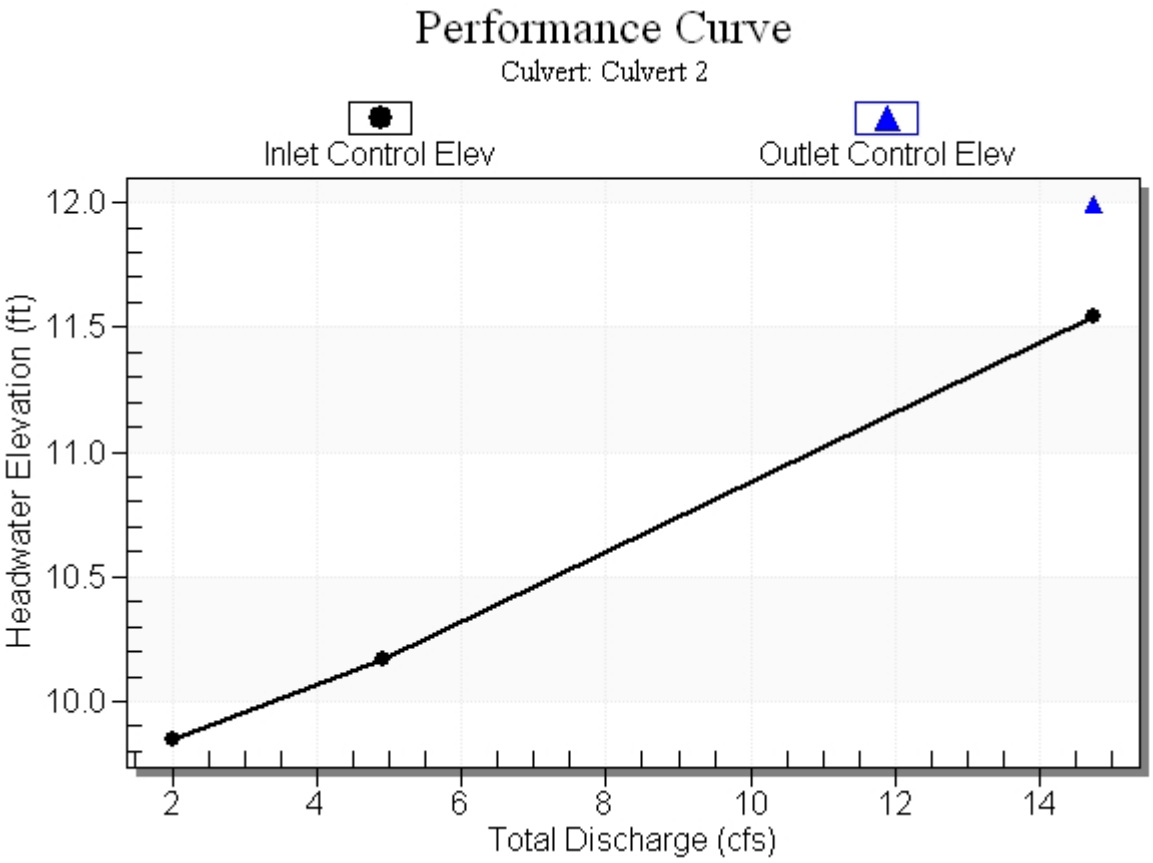
Straight Culvert

Inlet Elevation (invert): 9.42 ft, Outlet Elevation (invert): 8.52 ft

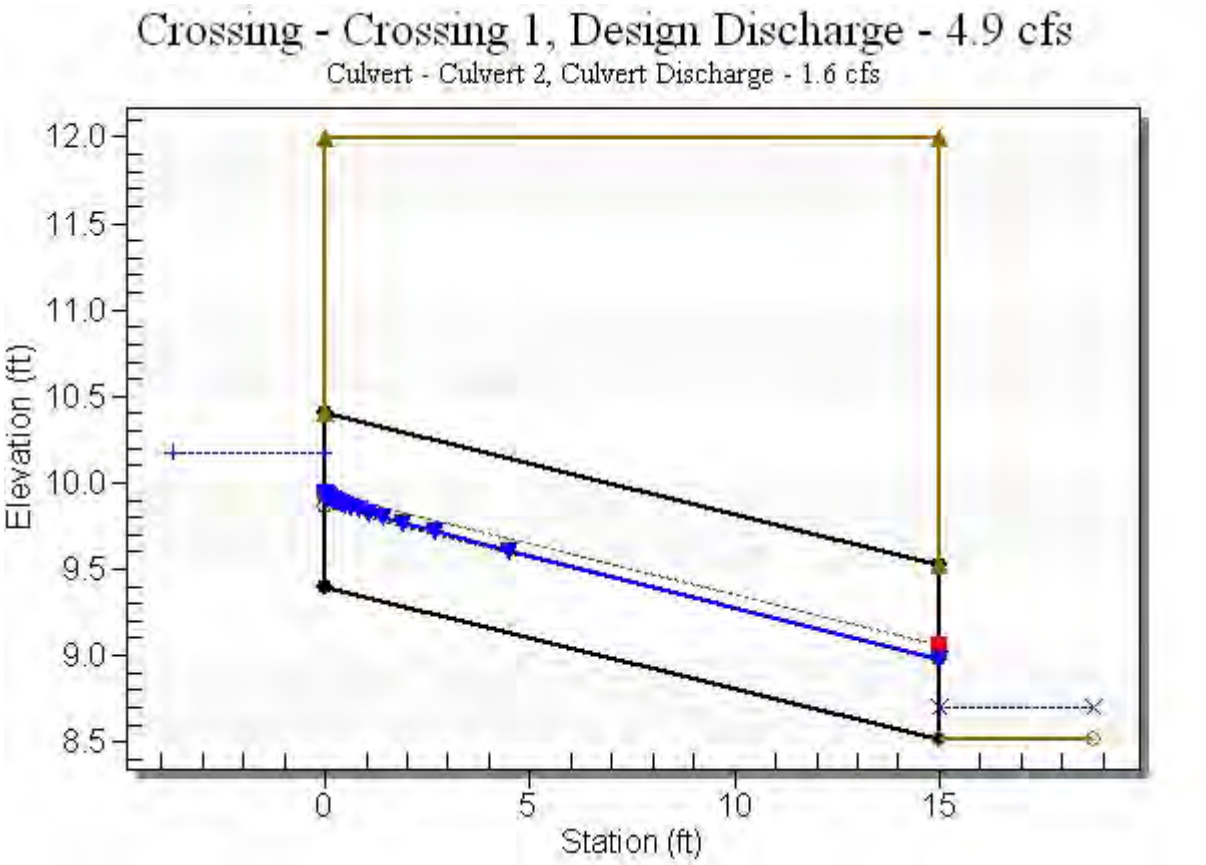
Culvert Length: 15.03 ft, Culvert Slope: 0.0587

****

Culvert Performance Curve Plot: Culvert 2



Water Surface Profile Plot for Culvert: Culvert 2



Site Data - Culvert 2

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 9.42 ft

Outlet Station: 15.00 ft

Outlet Elevation: 8.52 ft

Number of Barrels: 1

Culvert Data Summary - Culvert 2

Barrel Shape: Circular

Barrel Diameter: 1.00 ft

Barrel Material: Corrugated Aluminum

Embedment: 0.00 in

Barrel Manning's n: 0.0310

Culvert Type: Straight

Inlet Configuration: Square Edge with Headwall

Inlet Depression: None

Table 4 - Culvert Summary Table: Culvert 3

Total Discharge (cfs)	Culvert Discharge (cfs)	Headwater Elevation (ft)	Inlet Control Depth (ft)	Outlet Control Depth (ft)	Flow Type	Normal Depth (ft)	Critical Depth (ft)	Outlet Depth (ft)	Tailwater Depth (ft)	Outlet Velocity (ft/s)	Tailwater Velocity (ft/s)
2.40	0.80	9.85	0.446	0.0*	1-S2n	0.283	0.337	0.283	0.108	3.532	2.491
4.92	1.64	10.17	0.768	0.0*	1-S2n	0.459	0.542	0.459	0.184	4.506	3.464

* Full Flow Headwater elevation is below inlet invert.

****

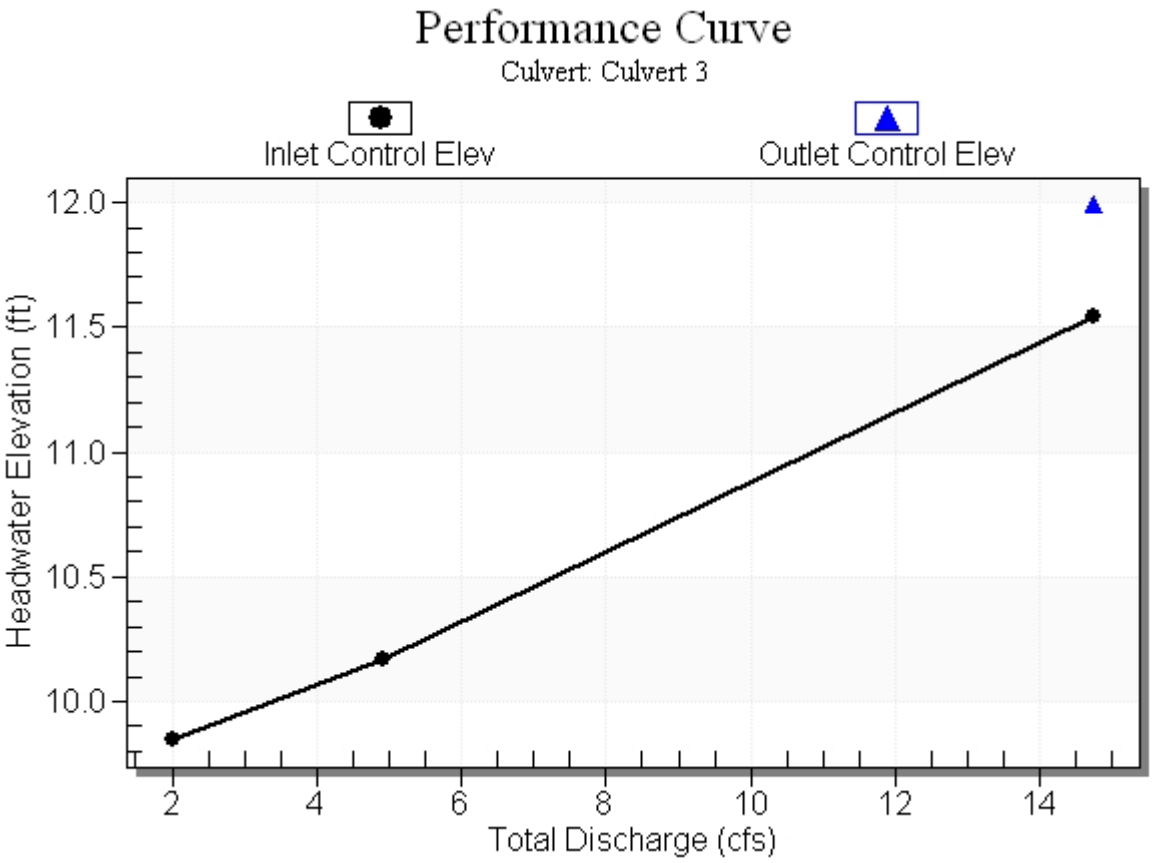
Straight Culvert

Inlet Elevation (invert): 9.42 ft, Outlet Elevation (invert): 8.52 ft

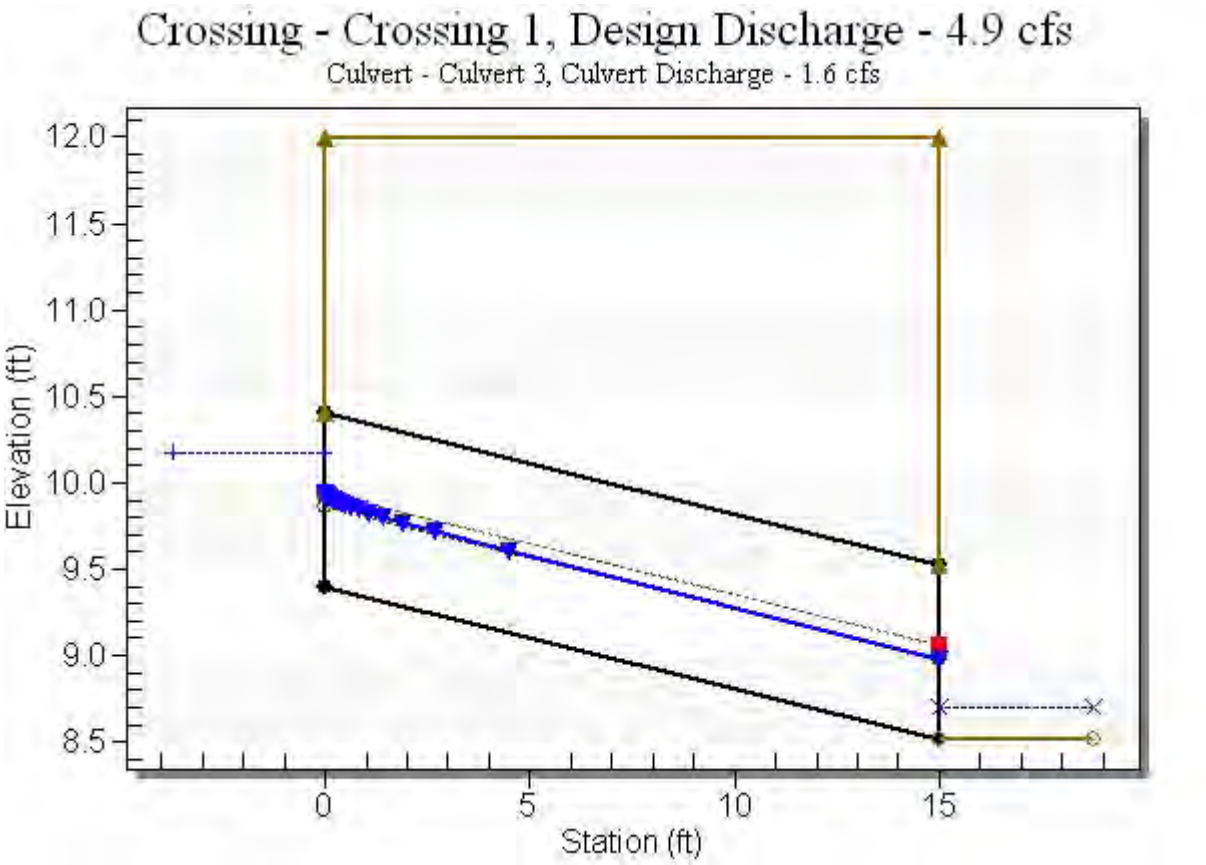
Culvert Length: 15.03 ft, Culvert Slope: 0.0587

****

Culvert Performance Curve Plot: Culvert 3



Water Surface Profile Plot for Culvert: Culvert 3



Site Data - Culvert 3

Site Data Option: Culvert Invert Data

Inlet Station: 0.00 ft

Inlet Elevation: 9.42 ft

Outlet Station: 15.00 ft

Outlet Elevation: 8.52 ft

Number of Barrels: 1

Culvert Data Summary - Culvert 3

Barrel Shape: Circular

Barrel Diameter: 1.00 ft

Barrel Material: Corrugated Aluminum

Embedment: 0.00 in

Barrel Manning's n: 0.0310

Culvert Type: Straight

Inlet Configuration: Square Edge with Headwall

Inlet Depression: None

Table 5 - Downstream Channel Rating Curve (Crossing: Crossing 1)

Flow (cfs)	Water Surface Elev (ft)	Depth (ft)	Velocity (ft/s)	Shear (psf)	Froude Number
2.40	8.63	0.11	2.49	0.07	1.37
4.92	8.70	0.18	3.46	0.11	1.49

Tailwater Channel Data - Crossing 1

Tailwater Channel Option: Trapezoidal Channel

Bottom Width: 7.00 ft

Side Slope (H:V): 4.00 (_:1)

Channel Slope: 0.0100

Channel Manning's n: 0.0130

Channel Invert Elevation: 8.52 ft

Roadway Data for Crossing: Crossing 1

Roadway Profile Shape: Constant Roadway Elevation

Crest Length: 12.00 ft

Crest Elevation: 12.00 ft

Roadway Surface: Gravel

Roadway Top Width: 15.00 ft

VENTURA COUNTY WATERSHED PROTECTION DISTRICT
TIME OF CONCENTRATION
TC Program Version: 2.64.0.37
Project: HUE02.5815
Date: 12:00:00 AM
Engineer: Dalton Cunicelli
Consultant: JDS

S U M M A R Y O F C O M P U T A T I O N S

Watershed Name: Existing Watershed

Name	Zone	Storm	Soil	Area (acres)	TC (min)
Temporary Parking Lot	REV2	10	3.00	33.7 / 34	TC ERROR
Temporary Parking Lot	REV2	25	3.00	33.7 / 34	TC ERROR
Temporary Parking Lot	REV2	50	3.00	33.7 / 34	27.911 / 28
Temporary Parking Lot	REV2	100	3.00	33.7 / 34	20.991 / 21

Watershed Name: Proposed Watershed

Sub-Area Name: Temporary Parking Lot
Computing Tc for all rainfall frequencies for sub-area Temporary Parking Lot...

Tc for frequency = 10.00: 41.363 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 41.363 min. = 41 min. ** TC ERROR **

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 10
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.039
C Total: 0.298
Sum Q Segments (cfs): 10.43
Q Total (cfs): 10.43
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 2,481.79
Time of Concentration (min): 41.363

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 41.3632
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038

Effective Slope: 0.0038
Q for Flow Path (cfs): 10.43
Avg Velocity (ft/s): 0.40
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.56

Tc for frequency = 25.00: 32.625 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 32.625 min. = 33 min. ** TC ERROR **

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 25
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.345
C Total: 0.353
Sum Q Segments (cfs): 16.00
Q Total (cfs): 16.00
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,957.52
Time of Concentration (min): 32.625

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 32.6253
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 16.00
Avg Velocity (ft/s): 0.51
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.74

Tc for frequency = 50.00: 27.911 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 27.911 min. = 28 min.

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 50
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.614
C Total: 0.380
Sum Q Segments (cfs): 20.71
Q Total (cfs): 20.71
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,674.64
Time of Concentration (min): 27.911

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 27.9107
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 20.71
Avg Velocity (ft/s): 0.60
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.87

Tc for frequency = 100.00: 20.991 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 20.991 min. = 21 min.

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 100
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 2.011
C Total: 0.407
Sum Q Segments (cfs): 27.60
Q Total (cfs): 27.60
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,259.48
Time of Concentration (min): 20.991

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 20.9914
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 27.60
Avg Velocity (ft/s): 0.79
Passed Scour Check: YES
Scour Velocity (ft/sec): 2.02

VENTURA COUNTY WATERSHED PROTECTION DISTRICT
TIME OF CONCENTRATION
TC Program Version: 2.64.0.37
Project: HUE02.5815
Date: 12:00:00 AM
Engineer: Dalton Cunicelli
Consultant: JDS

S U M M A R Y O F C O M P U T A T I O N S

Watershed Name: Proposed Watershed

Name	Zone	Storm	Soil	Area (acres)	TC (min)
Temporary Parking Lot	REV2	10	3.00	33.7 / 34	TC ERROR
Temporary Parking Lot	REV2	25	3.00	33.7 / 34	TC ERROR
Temporary Parking Lot	REV2	50	3.00	33.7 / 34	27.911 / 28
Temporary Parking Lot	REV2	100	3.00	33.7 / 34	20.991 / 21

Watershed Name: Proposed Watershed

Sub-Area Name: Temporary Parking Lot
Computing Tc for all rainfall frequencies for sub-area Temporary Parking Lot...

Tc for frequency = 10.00: 41.363 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 41.363 min. = 41 min. ** TC ERROR **

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 10
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.039
C Total: 0.298
Sum Q Segments (cfs): 10.43
Q Total (cfs): 10.43
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 2,481.79
Time of Concentration (min): 41.363

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 41.3632
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038

Effective Slope: 0.0038
Q for Flow Path (cfs): 10.43
Avg Velocity (ft/s): 0.40
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.56

Tc for frequency = 25.00: 32.625 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 32.625 min. = 33 min. ** TC ERROR **

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 25
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.345
C Total: 0.353
Sum Q Segments (cfs): 16.00
Q Total (cfs): 16.00
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,957.52
Time of Concentration (min): 32.625

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 32.6253
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 16.00
Avg Velocity (ft/s): 0.51
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.74

Tc for frequency = 50.00: 27.911 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 27.911 min. = 28 min.

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 50
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 1.614
C Total: 0.380
Sum Q Segments (cfs): 20.71
Q Total (cfs): 20.71
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,674.64
Time of Concentration (min): 27.911

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 27.9107
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 20.71
Avg Velocity (ft/s): 0.60
Passed Scour Check: YES
Scour Velocity (ft/sec): 1.87

Tc for frequency = 100.00: 20.991 Minutes
DATA FOR SUB AREA 1

SUB AREA TIME OF CONCENTRATION: 20.991 min. = 21 min.

SUB AREA INPUT DATA

Sub Area Name: Temporary Parking Lot
Total Area (ac): 33.74
Flood Zone: 2
Rainfall Zone: REV2
Storm Frequency (years): 100
Development Type: Undeveloped
Soil Type: 3.00
Percent Impervious: 0
SUB AREA OUTPUT

Intensity (in/hr): 2.011
C Total: 0.407
Sum Q Segments (cfs): 27.60
Q Total (cfs): 27.60
Sum Percent Area (%): 100.0
Sum of Flow Path Travel Times (sec): 1,259.48
Time of Concentration (min): 20.991

DATA FOR FLOW PATH 1

Flow Path Name: FlowPath
FLOW PATH TRAVEL TIME (min): 20.9914
Flow Type: Overland
Length (ft): 1000
Top Elevation (ft): 11.5
Bottom Elevation (ft): 7.73
Contributing Area (acres): 33.74
Percent of Sub-Area (%): 100.0
Overland Type: Valley
Development Type: Undeveloped
Map Slope: 0.0038
Effective Slope: 0.0038
Q for Flow Path (cfs): 27.60
Avg Velocity (ft/s): 0.79
Passed Scour Check: YES
Scour Velocity (ft/sec): 2.02

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Modified Rational Model Results Report

Job: 1 Project: HUE02.5815 10 yr

Project Description

VCRat version: 2.64.0.30
VCRain version: 201601
DOS EXE version: PC 2.64-201605
VCRain Curve Set: VCWPD 2016 Revised Curve Set
Curve A: REV2: Oxnard Plain - Nyeland Drain
Curve B: None
Curve C: None
Curve D: None

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 10 yr

Model Results

NODE ID	SOIL TYPE	RAIN ZONE	TC (MIN)	% IMP	SUBAREA AREA (AC)	SUBAREA FLOW (CFS)	ACCUMULATED AREA (AC)	ACCUMULATED FLOW (CFS)	ACCUMULATED TIME (MIN)	ROUTING AFTER ACCUMULATION CHANNEL TYPE	LENGTH (FT)	SLOPE (FT/FT)	SIZE (FT)	H:V (Z)	N VALUES CHNL	N VALUES SIDES	VEL (FT/S)	DEPTH (FT)
1A	030	A10	30	0	34	13	34	13	1158	-------	----	-------	---	----	-----	-----	--	--
2A	---	---	--	--	---	---	34	13	1158	-------	----	-------	---	----	-----	-----	--	--

Issue/Warning Messages

TYPE	ERR NO	PROCEDURE	LOCATION	MESSAGE

NO ISSUES OR WARNINGS DETECTED

HYDROGRAPH PRINTOUT AT: 2A

TOTAL AREA TO HYDROGRAPH: 34 acres
HYDROGRAPH PEAK: 13 cfs
TIME OF PEAK: 1158 minutes
HYDROGRAPH VOLUME: 0.64 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.01	200	0.00	300	0.01	400	0.01
500	0.00	600	0.01	700	0.01	800	0.01	900	0.01
1000	0.02	1050	0.02	1100	0.03	1110	0.03	1120	0.76
1130	2.52	1131	2.67	1132	2.81	1133	2.92	1134	3.06
1135	3.17	1136	3.31	1137	3.41	1138	3.56	1139	3.66
1140	3.81	1141	3.93	1142	4.05	1143	4.17	1144	4.29
1145	4.64	1146	5.00	1147	5.36	1148	5.72	1149	7.12
1150	8.55	1151	9.93	1152	11.20	1153	12.52	1154	12.84
1155	12.94	1156	12.97	1157	13.04	1158	13.07	1159	13.06
1160	13.05	1161	12.98	1162	12.91	1163	12.87	1164	12.80
1165	12.61	1166	12.39	1167	12.17	1168	11.95	1169	11.77
1170	11.55	1171	11.29	1172	11.04	1173	10.74	1174	10.48
1175	10.01	1176	9.50	1177	8.91	1178	8.35	1179	6.72
1180	5.09	1181	3.50	1182	1.90	1183	0.31	1184	0.03
1185	0.03	1186	0.03	1187	0.03	1188	0.03	1189	0.03
1190	0.03	1191	0.03	1192	0.03	1193	0.02	1194	0.02
1195	0.02	1196	0.02	1197	0.02	1198	0.02	1199	0.02
1200	0.02	1201	0.02	1202	0.02	1203	0.02	1204	0.02
1205	0.02	1206	0.02	1207	0.02	1208	0.02	1209	0.02
1210	0.02	1211	0.02	1212	0.02	1213	0.02	1214	0.02
1215	0.02	1216	0.02	1217	0.02	1218	0.02	1219	0.02
1220	0.02	1221	0.02	1222	0.02	1223	0.02	1224	0.02
1225	0.02	1226	0.02	1227	0.02	1228	0.02	1229	0.01
1230	0.01	1231	0.01	1232	0.01	1233	0.01	1234	0.01
1235	0.01	1236	0.01	1237	0.01	1238	0.01	1239	0.01
1240	0.01	1241	0.01	1242	0.01	1243	0.01	1244	0.01
1245	0.01	1246	0.01	1247	0.01	1248	0.01	1249	0.01

1250	0.01	1251	0.01	1252	0.01	1253	0.01	1254	0.01
1255	0.01	1256	0.01	1257	0.01	1258	0.01	1259	0.01
1260	0.01	1261	0.01	1262	0.01	1263	0.01	1264	0.01
1265	0.01	1266	0.01	1267	0.01	1268	0.01	1269	0.01
1270	0.01	1271	0.01	1272	0.01	1273	0.01	1274	0.01
1275	0.01	1276	0.01	1277	0.01	1278	0.01	1279	0.01
1280	0.01	1281	0.01	1282	0.01	1283	0.01	1284	0.01
1285	0.01	1286	0.01	1287	0.01	1288	0.01	1289	0.01
1290	0.01	1291	0.01	1292	0.01	1293	0.01	1294	0.01
1295	0.01	1296	0.01	1297	0.01	1298	0.01	1299	0.01
1300	0.01	1310	0.01	1320	0.01	1330	0.01	1340	0.00
1350	0.01	1360	0.01	1370	0.01	1380	0.00	1390	0.01
1400	0.01	1420	0.00	1440	0.01	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 10 yr

VCRat Model Input

Model Lines

```
005     1  001A Header place holder
005     1  002A Header place holder
999
999
006     1  001A 030000003430A97                              G1
006     1  002A 010      099A97                            1  2
999
```

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Modified Rational Model Results Report

Job: 1 Project: HUE02.5815 50 yr

Project Description

VCRat version: 2.64.0.30
VCRain version: 201601
DOS EXE version: PC 2.64-201605
VCRain Curve Set: VCWPD 2016 Revised Curve Set
Curve A: REV2: Oxnard Plain - Nyeland Drain
Curve B: None
Curve C: None
Curve D: None

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 50 yr

Model Results

NODE ID	SOIL TYPE	RAIN ZONE	TC (MIN)	% IMP	SUBAREA AREA (AC)	SUBAREA FLOW (CFS)	ACCUMULATED AREA (AC)	ACCUMULATED FLOW (CFS)	ACCUMULATED TIME (MIN)	ROUTING AFTER ACCUMULATION CHANNEL TYPE	LENGTH (FT)	SLOPE (FT/FT)	SIZE (FT)	H:V (Z)	N VALUES CHNL	N VALUES SIDES	VEL (FT/S)	DEPTH (FT)
1A	030	A50	28	1	34	21	34	21	1158	-------	----	-------	---	----	-----	-----	--	--
2A	---	---	--	--	---	---	34	21	1158	-------	----	-------	---	----	-----	-----	--	--

Issue/Warning Messages

TYPE	ERR NO	PROCEDURE	LOCATION	MESSAGE

NO ISSUES OR WARNINGS DETECTED

HYDROGRAPH PRINTOUT AT: 2A

TOTAL AREA TO HYDROGRAPH: 34 acres
HYDROGRAPH PEAK: 21 cfs
TIME OF PEAK: 1158 minutes
HYDROGRAPH VOLUME: 1.33 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.04	200	0.04	300	0.04	400	0.04
500	0.04	600	0.05	700	0.07	800	0.07	900	0.09
1000	0.12	1050	0.16	1100	0.74	1110	2.25	1120	4.64
1130	6.98	1131	7.18	1132	7.38	1133	7.57	1134	7.73
1135	7.92	1136	8.12	1137	8.32	1138	8.47	1139	8.58
1140	8.69	1141	8.84	1142	9.03	1143	9.22	1144	9.37
1145	9.91	1146	10.38	1147	10.87	1148	11.37	1149	13.19
1150	15.05	1151	16.88	1152	18.72	1153	20.49	1154	20.90
1155	21.04	1156	21.12	1157	21.16	1158	21.23	1159	21.16
1160	21.04	1161	20.97	1162	20.90	1163	20.82	1164	20.71
1165	20.42	1166	20.16	1167	19.90	1168	19.60	1169	19.27
1170	18.88	1171	18.49	1172	18.13	1173	17.43	1174	16.77
1175	16.06	1176	15.36	1177	13.23	1178	11.05	1179	8.77
1180	6.42	1181	4.12	1182	3.33	1183	2.82	1184	2.40
1185	2.03	1186	1.61	1187	1.27	1188	1.02	1189	0.60
1190	0.22	1191	0.19	1192	0.18	1193	0.18	1194	0.17
1195	0.17	1196	0.17	1197	0.16	1198	0.16	1199	0.16
1200	0.15	1201	0.15	1202	0.15	1203	0.14	1204	0.14
1205	0.14	1206	0.14	1207	0.14	1208	0.14	1209	0.13
1210	0.13	1211	0.13	1212	0.13	1213	0.13	1214	0.13
1215	0.12	1216	0.12	1217	0.12	1218	0.12	1219	0.12
1220	0.12	1221	0.12	1222	0.12	1223	0.12	1224	0.12
1225	0.12	1226	0.12	1227	0.12	1228	0.12	1229	0.11
1230	0.11	1231	0.11	1232	0.11	1233	0.10	1234	0.10
1235	0.10	1236	0.10	1237	0.10	1238	0.09	1239	0.09
1240	0.09	1241	0.09	1242	0.09	1243	0.09	1244	0.08
1245	0.08	1246	0.08	1247	0.08	1248	0.08	1249	0.07

1250	0.07	1251	0.07	1252	0.07	1253	0.07	1254	0.07
1255	0.07	1256	0.07	1257	0.07	1258	0.07	1259	0.07
1260	0.07	1261	0.07	1262	0.07	1263	0.07	1264	0.07
1265	0.07	1266	0.07	1267	0.07	1268	0.07	1269	0.07
1270	0.07	1271	0.07	1272	0.07	1273	0.07	1274	0.07
1275	0.07	1276	0.07	1277	0.07	1278	0.07	1279	0.07
1280	0.07	1281	0.07	1282	0.07	1283	0.07	1284	0.07
1285	0.07	1286	0.07	1287	0.07	1288	0.07	1289	0.07
1290	0.07	1291	0.07	1292	0.07	1293	0.07	1294	0.07
1295	0.07	1296	0.07	1297	0.07	1298	0.07	1299	0.06
1300	0.06	1310	0.05	1320	0.04	1330	0.04	1340	0.04
1350	0.04	1360	0.04	1370	0.04	1380	0.04	1390	0.04
1400	0.04	1420	0.04	1440	0.04	1460	0.01	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 50 yr

Page: 3

VCRat Model Input

Model Lines

```
005     1  001A Header place holder
005     1  002A Header place holder
999
999
006     1  001A 030001003428A97                              G1
006     1  002A 010      099A97                            1  2
999
```

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Modified Rational Model Results Report

Job: 1 Project: HUE02.5815 100 yr
Project Description

VCRat version: 2.64.0.30
VCRain version: 201601
DOS EXE version: PC 2.64-201605
VCRain Curve Set: VCWPD 2016 Revised Curve Set
Curve A: REV2: Oxnard Plain - Nyeland Drain
Curve B: None
Curve C: None
Curve D: None

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 100 yr

Model Results

NODE ID	SOIL TYPE	RAIN ZONE	TC (MIN)	% IMP	SUBAREA AREA (AC)	SUBAREA FLOW (CFS)	ACCUMULATED AREA (AC)	ACCUMULATED FLOW (CFS)	TIME (MIN)	ROUTING AFTER ACCUMULATION CHANNEL TYPE	LENGTH (FT)	SLOPE (FT/FT)	SIZE (FT)	H:V (Z)	N VALUES CHNL	SIDES	VEL (FT/S)	DEPTH (FT)
1A	030	A100	21	1	34	28	34	28	1156	-------	----	-------	---	----	-----	-----	--	--
2A	---	---	--	--	---	---	34	28	1156	-------	----	-------	---	----	-----	-----	--	--

Issue/Warning Messages

TYPE	ERR NO	PROCEDURE	LOCATION	MESSAGE

NO ISSUES OR WARNINGS DETECTED

HYDROGRAPH PRINTOUT AT: 2A

TOTAL AREA TO HYDROGRAPH: 34 acres
HYDROGRAPH PEAK: 28 cfs
TIME OF PEAK: 1156 minutes
HYDROGRAPH VOLUME: 1.61 acre-ft

TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)	TIME (min)	FLOW (cfs)
0	0.00	100	0.04	200	0.04	300	0.04	400	0.04
500	0.04	600	0.05	700	0.07	800	0.07	900	0.10
1000	0.14	1050	0.18	1100	1.80	1110	4.04	1120	7.67
1130	9.61	1131	9.86	1132	10.02	1133	10.13	1134	10.28
1135	10.38	1136	10.53	1137	10.63	1138	10.73	1139	10.89
1140	10.99	1141	11.25	1142	11.47	1143	11.65	1144	11.88
1145	12.53	1146	13.23	1147	13.93	1148	14.58	1149	17.31
1150	19.94	1151	22.48	1152	25.02	1153	27.48	1154	28.08
1155	28.13	1156	28.18	1157	28.13	1158	28.18	1159	28.08
1160	27.93	1161	27.83	1162	27.58	1163	27.38	1164	27.18
1165	26.62	1166	25.67	1167	24.67	1168	23.66	1169	22.72
1170	19.76	1171	16.77	1172	13.73	1173	10.61	1174	7.34
1175	6.20	1176	5.63	1177	5.01	1178	4.45	1179	3.83
1180	3.38	1181	2.94	1182	2.43	1183	1.99	1184	1.48
1185	1.03	1186	0.92	1187	0.81	1188	0.70	1189	0.47
1190	0.20	1191	0.19	1192	0.19	1193	0.18	1194	0.18
1195	0.17	1196	0.17	1197	0.16	1198	0.16	1199	0.16
1200	0.16	1201	0.15	1202	0.15	1203	0.15	1204	0.15
1205	0.14	1206	0.14	1207	0.14	1208	0.14	1209	0.13
1210	0.13	1211	0.14	1212	0.14	1213	0.14	1214	0.13
1215	0.13	1216	0.14	1217	0.14	1218	0.13	1219	0.13
1220	0.14	1221	0.14	1222	0.14	1223	0.13	1224	0.13
1225	0.13	1226	0.13	1227	0.13	1228	0.12	1229	0.12
1230	0.12	1231	0.11	1232	0.11	1233	0.11	1234	0.11
1235	0.10	1236	0.10	1237	0.10	1238	0.09	1239	0.09
1240	0.09	1241	0.09	1242	0.08	1243	0.08	1244	0.08
1245	0.07	1246	0.07	1247	0.07	1248	0.07	1249	0.07
1250	0.07	1251	0.07	1252	0.07	1253	0.07	1254	0.07
1255	0.07	1256	0.07	1257	0.07	1258	0.07	1259	0.07

1260	0.07	1261	0.07	1262	0.07	1263	0.07	1264	0.07
1265	0.07	1266	0.07	1267	0.07	1268	0.07	1269	0.07
1270	0.07	1271	0.07	1272	0.07	1273	0.07	1274	0.07
1275	0.07	1276	0.07	1277	0.07	1278	0.07	1279	0.07
1280	0.07	1281	0.07	1282	0.07	1283	0.07	1284	0.07
1285	0.07	1286	0.07	1287	0.07	1288	0.07	1289	0.07
1290	0.07	1291	0.07	1292	0.07	1293	0.07	1294	0.07
1295	0.07	1296	0.07	1297	0.07	1298	0.07	1299	0.07
1300	0.07	1310	0.05	1320	0.04	1330	0.04	1340	0.04
1350	0.04	1360	0.04	1370	0.04	1380	0.04	1390	0.04
1400	0.04	1420	0.04	1440	0.04	1460	0.00	1500	0.00

Ventura County Watershed Protection District
Modified Rational Method Hydrology Program (VCRat v2.64)

Job: 1 Project: HUE02.5815 100 yr

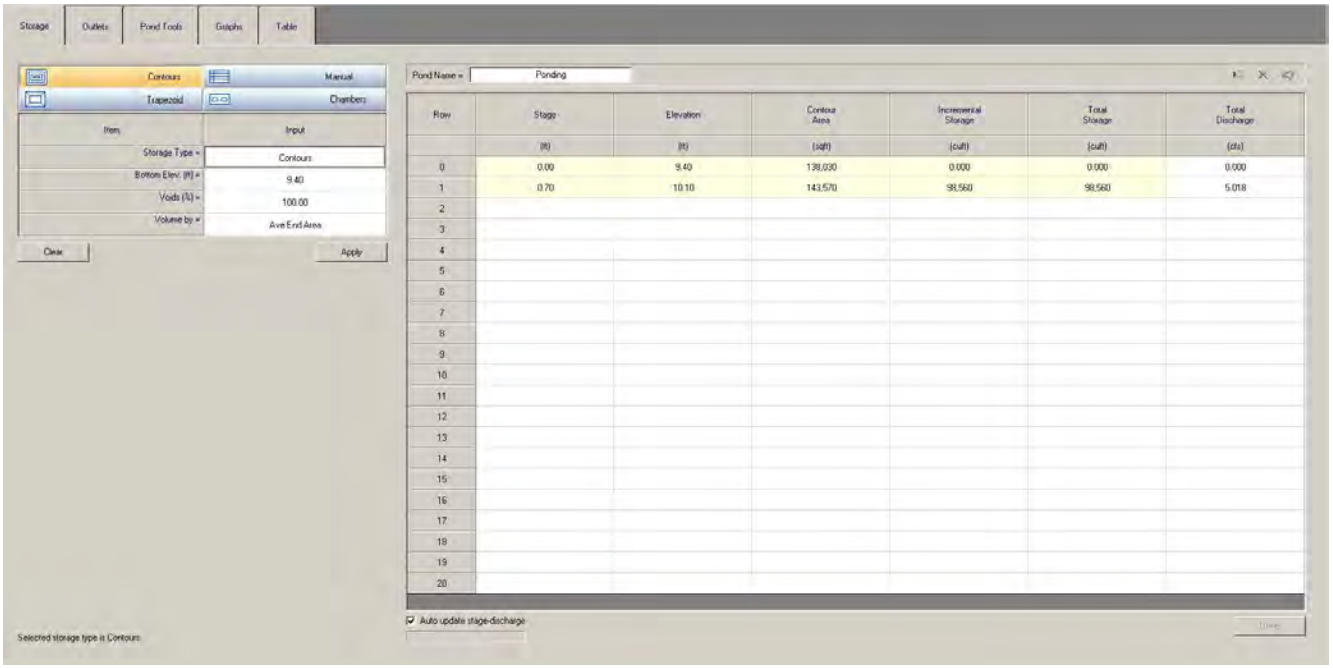
Page: 3

VCRat Model Input

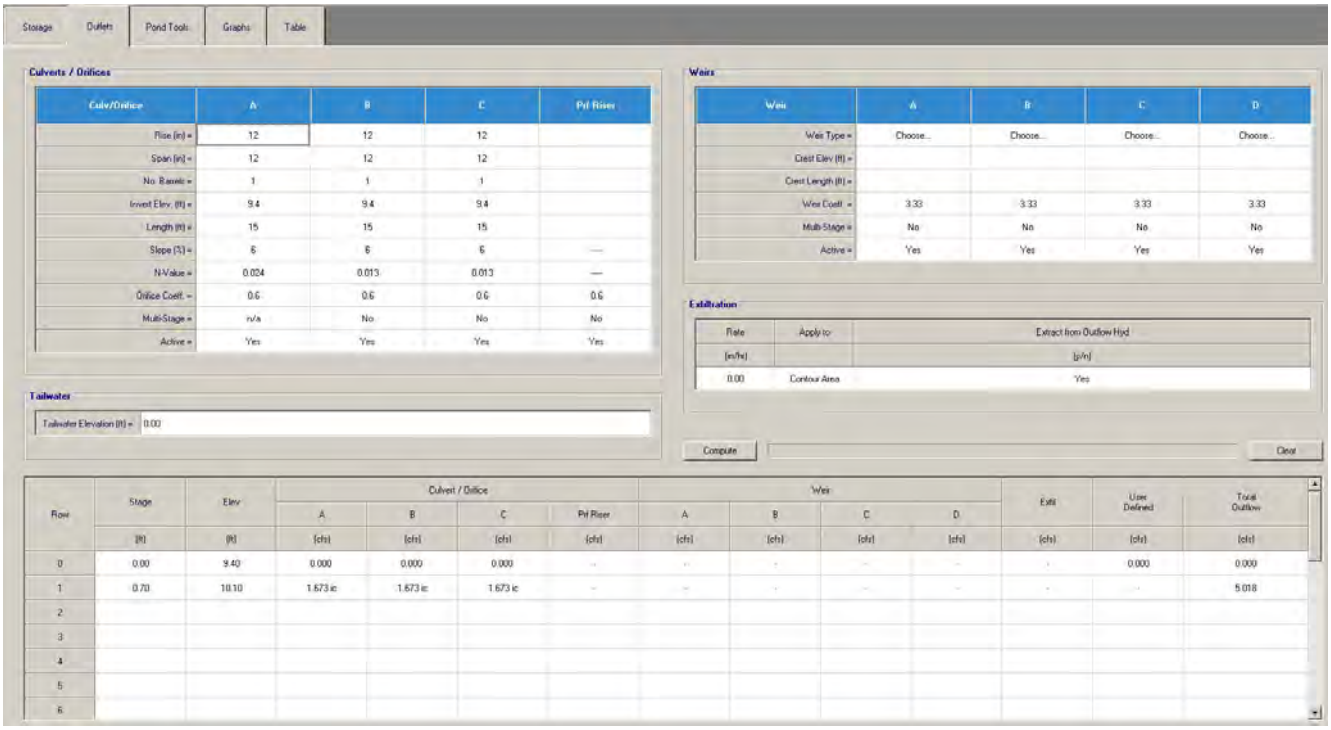
Model Lines

```
005     1  001A Header place holder
005     1  002A Header place holder
999
999
006     1  001A 030001003421A97                              G1
006     1  002A 010      099A97                            1  2
999
```

Detention Pond Input



Outlet Input



Hydrograph Summary Report

Hydraflow Hydrographs by Intelisolve v9.23

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph description
1	Manual	13.07	1	1157	28,003	----	------	------	<no description>
2	Reservoir	0.489	1	1182	18,791	1	9.59	27,194	<no description>

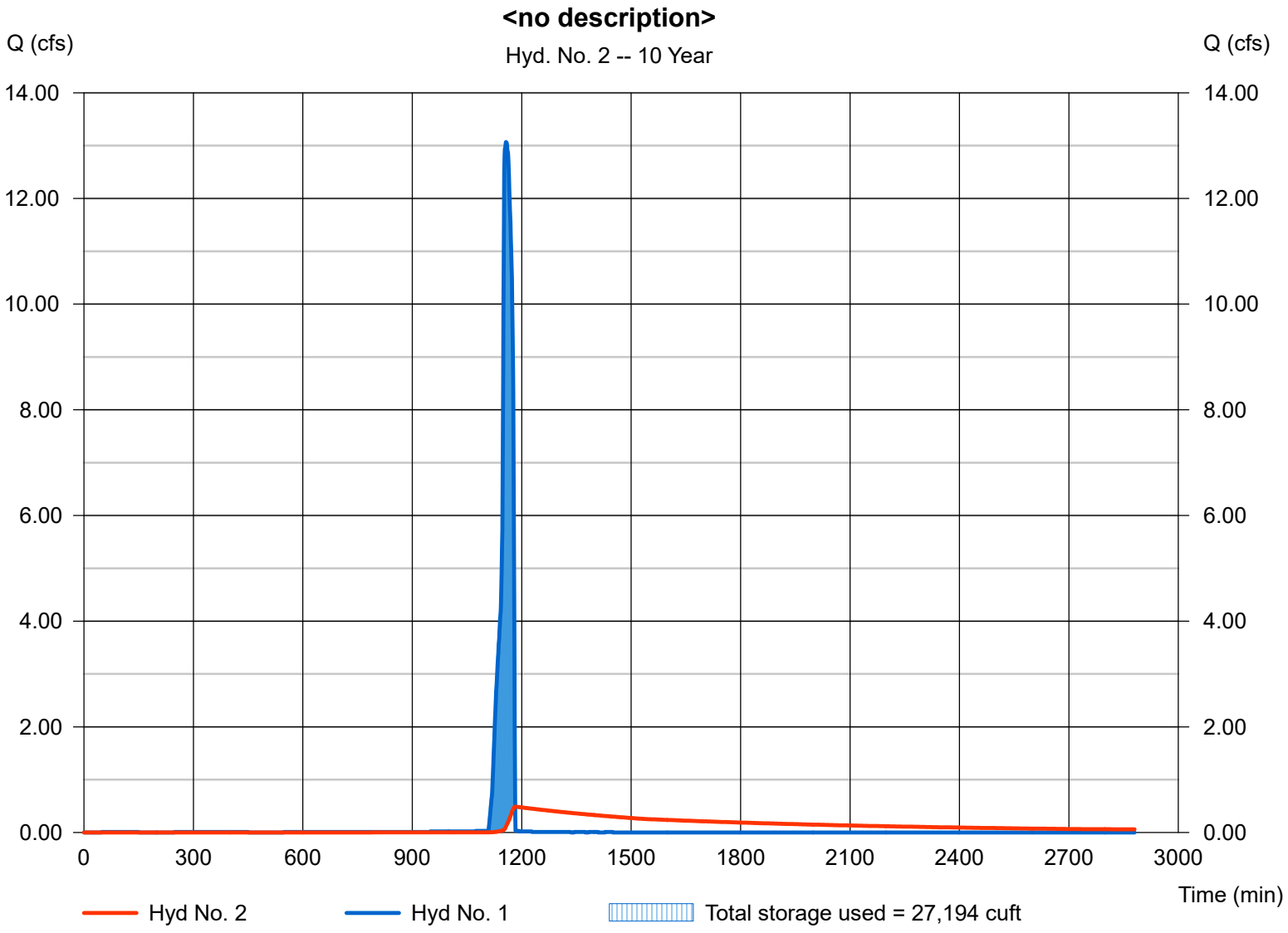
Hydrograph Report

Hyd. No. 2

<no description>

Hydrograph type	=	Reservoir	Peak discharge	=	0.489 cfs
Storm frequency	=	10 yrs	Time to peak	=	1182 min
Time interval	=	1 min	Hyd. volume	=	18,791 cuft
Inflow hyd. No.	=	1 - <no description>	Max. Elevation	=	9.59 ft
Reservoir name	=	Ponding	Max. Storage	=	27,194 cuft

Storage Indication method used.



Hydrograph Summary Report

Hydraflow Hydrographs by Intelisolve v9.23

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph description
1	Manual	21.23	1	1157	57,930	----	------	------	<no description>
2	Reservoir	1.730	1	1185	46,585	1	9.78	53,383	<no description>

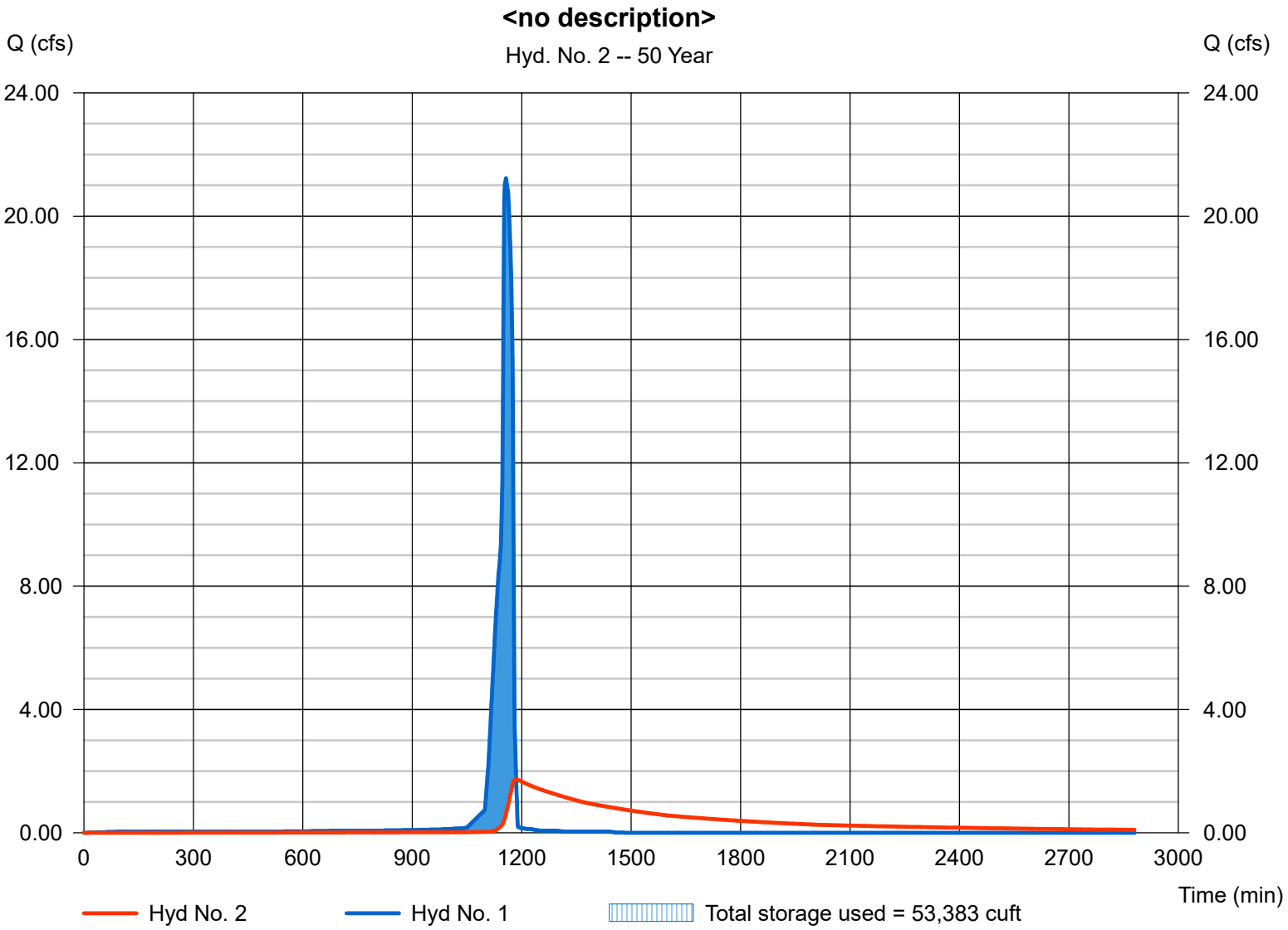
Hydrograph Report

Hyd. No. 2

<no description>

Hydrograph type	=	Reservoir	Peak discharge	=	1.730 cfs
Storm frequency	=	50 yrs	Time to peak	=	1185 min
Time interval	=	1 min	Hyd. volume	=	46,585 cuft
Inflow hyd. No.	=	1 - <no description>	Max. Elevation	=	9.78 ft
Reservoir name	=	Ponding	Max. Storage	=	53,383 cuft

Storage Indication method used.



Hydrograph Summary Report

Hydraflow Hydrographs by Intelisolve v9.23

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph description
1	Manual	28.18	1	1155	69,997	----	------	------	<no description>
2	Reservoir	2.402	1	1181	58,174	1	9.85	63,985	<no description>

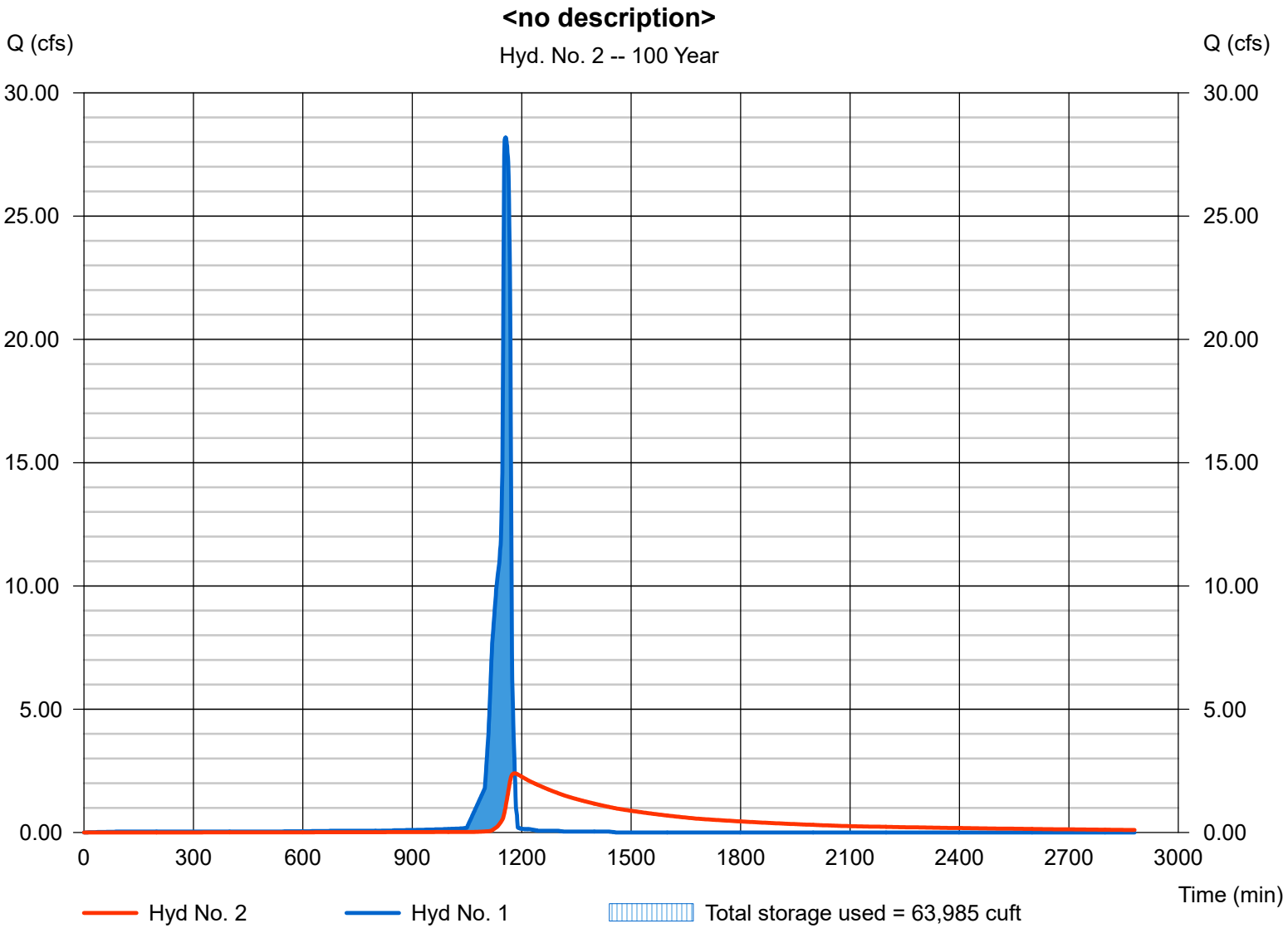
Hydrograph Report

Hyd. No. 2

<no description>

Hydrograph type	=	Reservoir	Peak discharge	=	2.402 cfs
Storm frequency	=	100 yrs	Time to peak	=	1181 min
Time interval	=	1 min	Hyd. volume	=	58,174 cuft
Inflow hyd. No.	=	1 - <no description>	Max. Elevation	=	9.85 ft
Reservoir name	=	Ponding	Max. Storage	=	63,985 cuft

Storage Indication method used.

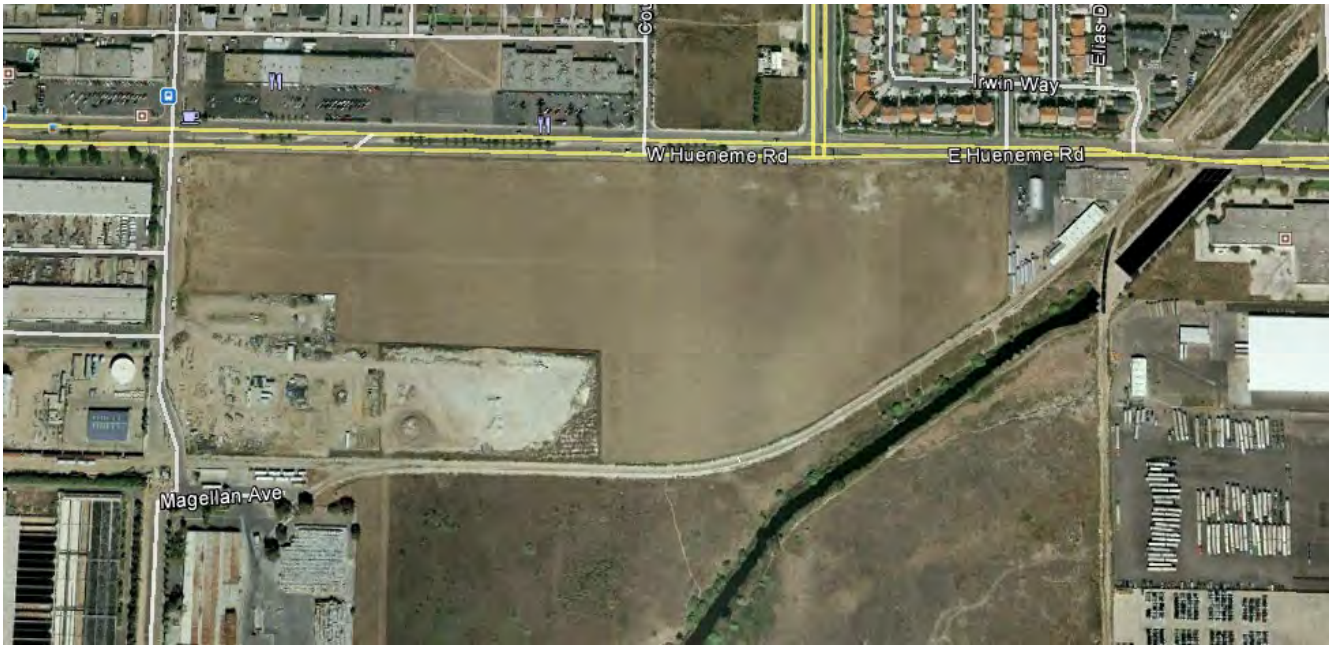


APPENDIX D

HISTORICAL PHOTOS

Aerial Photograph: April 2011

Aerial Photograph: October 2007



APPENDIX E

FEMA MAP

National Flood Hazard Layer FIRMette

FEMA

34°9'1.53"N

119°11'4.79"W

119°10'27.34"W

34°8'31.76"N

0 250 500 1,000 1,500 2,000 Feet

1:6,000

Legend

SEE FIS REPORT FOR DETAILED LEGEND AND INDEX MAP FOR FIRM PANEL LAYOUT

SPECIAL FLOOD HAZARD AREAS
- Without Base Flood Elevation (BFE) *Zone A, V, A99*
- With BFE or Depth *Zone AE, AO, AH, VE, AR*
- Regulatory Floodway

OTHER AREAS OF FLOOD HAZARD
- 0.2% Annual Chance Flood Hazard, Areas of 1% annual chance flood with average depth less than one foot or with drainage areas of less than one square mile *Zone X*
- Future Conditions 1% Annual Chance Flood Hazard *Zone X*
- Area with Reduced Flood Risk due to Levee. See Notes. *Zone X*
- Area with Flood Risk due to Levee *Zone D*

OTHER AREAS
- NO SCREEN Area of Minimal Flood Hazard *Zone X*
- Effective LOMRs
- Area of Undetermined Flood Hazard *Zone D*

GENERAL STRUCTURES
- Channel, Culvert, or Storm Sewer
- Levee, Dike, or Floodwall

OTHER FEATURES
- 20.2 / 17.5 Cross Sections with 1% Annual Chance / Water Surface Elevation
- Coastal Transect
- Base Flood Elevation Line (BFE)
- Limit of Study
- Jurisdiction Boundary
- Coastal Transect Baseline
- Profile Baseline
- Hydrographic Feature

MAP PANELS
- Digital Data Available
- No Digital Data Available
- Unmapped

N

The pin displayed on the map is an approximate point selected by the user and does not represent an authoritative property location.

This map complies with FEMA's standards for the use of digital flood maps if it is not void as described below. The basemap shown complies with FEMA's basemap accuracy standards

The flood hazard information is derived directly from the authoritative NFHL web services provided by FEMA. This map was exported on 3/19/2019 at 12:42:41 PM and does not reflect changes or amendments subsequent to this date and time. The NFHL and effective information may change or become superseded by new data over time.

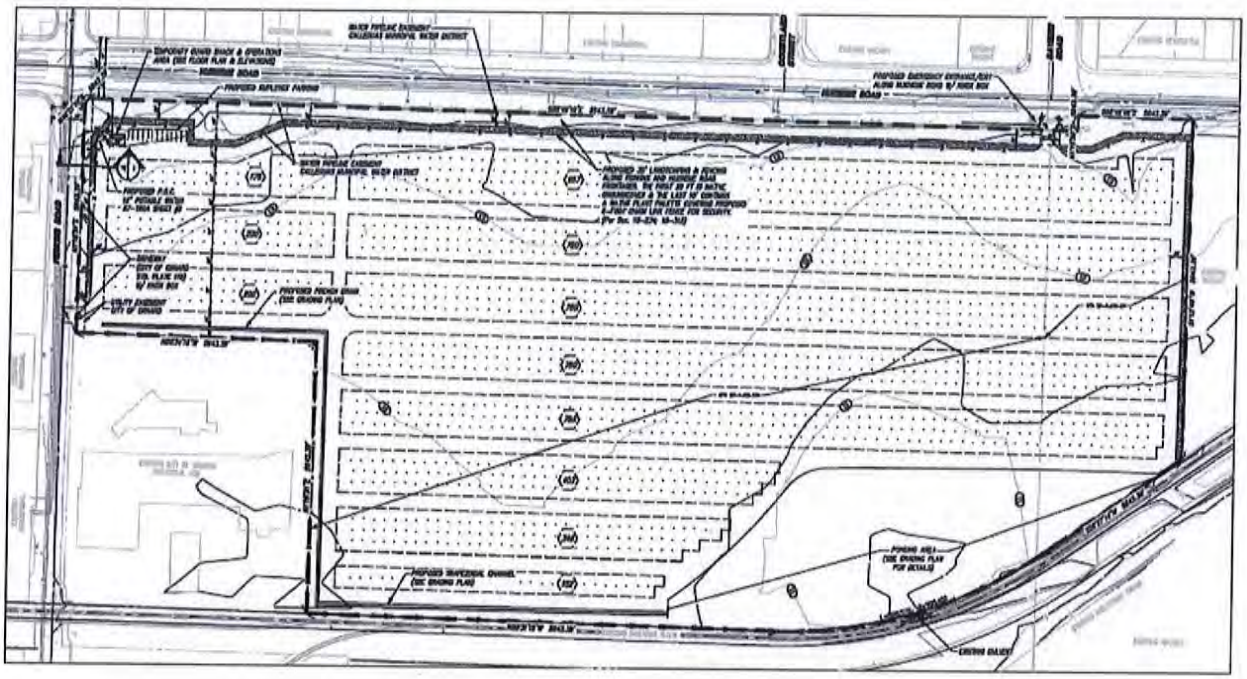
This map image is void if the one or more of the following map elements do not appear: basemap imagery, flood zone labels, legend, scale bar, map creation date, community identifiers, FIRM panel number, and FIRM effective date. Map images for unmapped and unmodernized areas cannot be used for regulatory purposes.

CITY OF
OXNARD
CALIFORNIA

APPENDIX J
Traffic Study

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY
OXNARD, CALIFORNIA

TRAFFIC STUDY



May 4, 2021 **ATE Project 20055**

Prepared for:

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

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110-1686 • (805) 687-4418 • FAX (805) 682-8509

ASSOCIATED TRANSPORTATION ENGINEERS

100 N. Hope Avenue, Suite 4, Santa Barbara, CA 93110 • (805)687-4418 • FAX (805)682-8509 • main@atesb.com

Since 1978

Richard L. Pool, P.E.
Scott A. Schell

May 4, 2021

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

REVISED TRAFFIC STUDY FOR THE PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY - CITY OF OXNARD

Associated Transportation Engineers (ATE) has prepared the following traffic study for the Port Hueneme Outdoor Vehicle Storage Facility. It addresses comments made by City staff on the March 9, 2021 traffic study prepared by ATE for the Port Hueneme Outdoor Vehicle Storage. It's our understanding that the results of the revised traffic study will be used by the City of Oxnard to process the Project's environmental development application.

We appreciate the opportunity to assist Rincon Consultants with this project.

Associated Transportation Engineers

By: Scott A. Schell
Vice President

TABLE OF CONTENTS

LIST OF TABLES

LIST OF FIGURES

INTRODUCTION

The following study contains an analysis of the potential traffic and circulation impacts associated with the proposed Port Hueneme Outdoor Vehicle Storage Facility (the "Project"), located in the City of Oxnard. The guidelines set forth in the City of Oxnard's Traffic Impact Study guidelines were utilized in formatting the various sections of the traffic study. The study provides information relative to "Existing", "Existing + Project", "Cumulative" (existing + approved/pending projects) and "Cumulative + Project" traffic conditions. Site access is also addressed.

PROJECT DESCRIPTION

As shown on Figure 1, the Project is located at southeast quadrant of the Port Hueneme Road/Perkins Road intersection in the City of Oxnard. The Project is proposing to develop a 33.7-acre vacant site with an outdoor vehicle storage facility. The only structure on the site will be 240 square-foot guard office. The Port of Hueneme is requesting a Special Use Permit (SUP) to operate an outdoor storage facility for a maximum of 5 years (3 years with an optional 2-year extension). When current Port customers require additional storage capacity, vehicles are loaded onto trucks and transported from the Port to off-site storage lots located at the Camarillo Airport, Tuff Shed in Ventura, Teal Club Road and at the 3rd Street Harbor Freight site as needed. No other port activities occur at those off-site storage locations. The intent of the Project is to supplant the need to store vehicles at these locations. The proposed Project would consolidate the storage sites to one location. The proposed outdoor vehicle storage facility would provide approximately 4,944 vehicle storage spaces. A maximum of 240 vehicles could be transported to or from the Port and the outdoor storage facility daily. Most days a smaller number of vehicles will be transported. Many days no vehicles will be transported to and from the Port. No vehicles will be trucked to or from the site. The outdoor storage facility will operate Monday through Saturday between the hours of 7:30 AM and 4:00 PM. The facility would be staffed 24 hours a day, though no nighttime vehicle transport would occur. The outdoor storage facility will employee 3 security guards, 10 vehicle drivers and 1 shuttle van driver. The 10 vehicle drivers will report to the outdoor storage facility. A van will shuttle the vehicle drivers to the Port to pick-up vehicles. The entire process takes approximately 20 minutes.

Access to the Project site will be provided via two gated driveways on Perkins Road. Secondary emergency access will be proved via a gated driveway on Port Huemene Road opposite Saviors Road. The Project site plan is illustrated on Figure 2.

EXISTING CONDITIONS

Existing Street Network

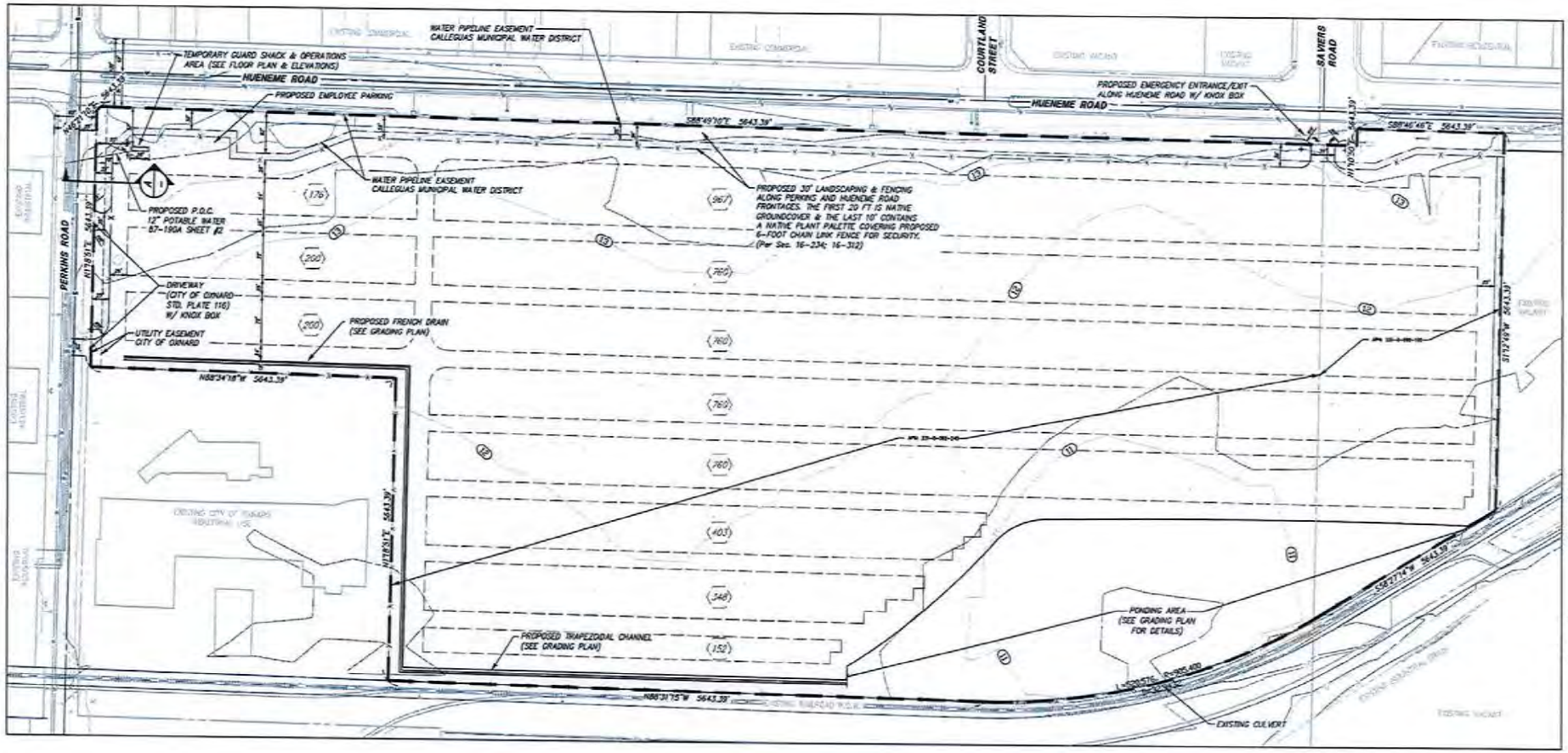
The Project site is served by a circulation system comprised of arterial and collector streets, which are illustrated on Figure 1. The major roadways serving the site are discussed in the following text.

ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING STREET NETWORK/PROJECT SITE LOCATION

FIGURE 1

JH - ATE#20055



ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT SITE PLAN

FIGURE 2

JH - ATE#20055

Port Hueneme Road, located adjacent to the Project site, is a 2- to 4-lane divided roadway extending from the Port of Hueneme gate to Wood Road where it becomes Lewis Road. Port Hueneme Road serves the Port, residential, commercial, light industrial and agricultural land uses. The study-area intersections along Port Hueneme Road are signalized. Secondary emergency access to the Project is provided via a gated driveway on Port Hueneme Road opposite Saviors Road.

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 is a 2- to 4-lane north-south roadway that extends south from Pleasant Valley Road terminating south of McWane Boulevard. Perkins Road serves residential, commercial and light industrial land uses. Access to the Project site will be provided via two gated driveway connections to Perkins Road. Perkins Road is signalized at Port Hueneme Road.

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 the Technical Appendix). In the City of Oxnard LOS "C" is the acceptable operating standard for intersections.

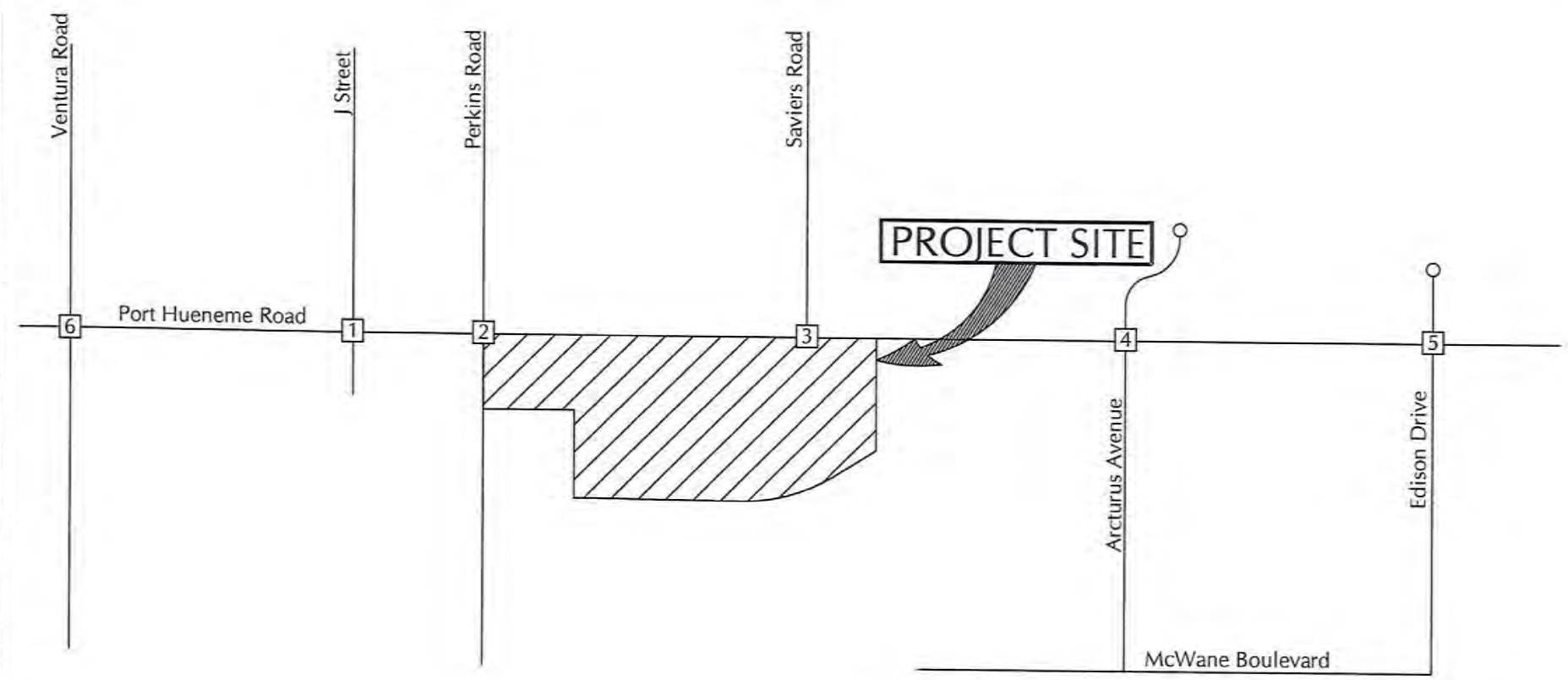
Due to the closures of businesses and schools related to the COVID19 pandemic, 6:00 – 9:00 AM and 3:00 - 6:00 PM peak hour turning movement volumes for the study-area intersections were developed from existing traffic counts collected by ATE in June of 2016 and March of 2018 (Count sheets are contained in Technical Appendix). The 2016 count data was factored to 2020 conditions assuming a 1.04 percent growth factor (1 percent per year for 4 years). The 2018 count data was factored to 2020 conditions assuming a 1.02 percent growth factor (1 percent per year for 2 years). Figure 3 illustrates the existing traffic controls and geometries for the study-area intersections. The adjusted existing 6:00 – 9:00 AM and 3:00 – 6:00 PM peak hour traffic volumes at the study-area intersections are illustrated on Figure 4.

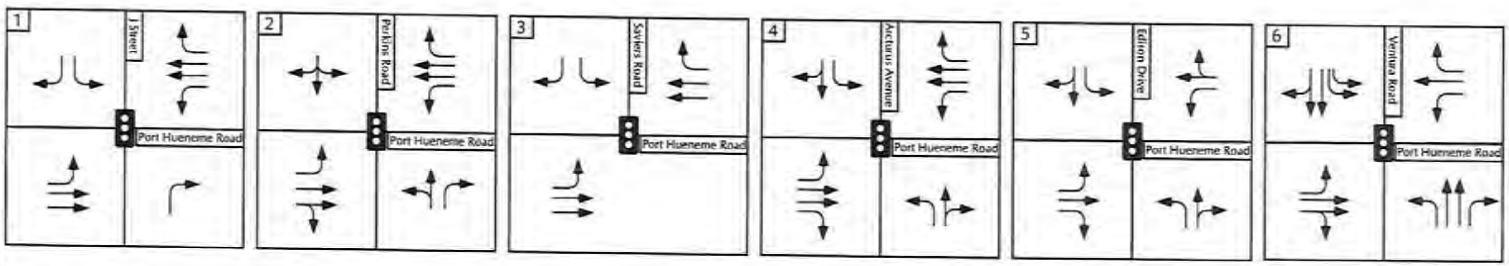
Existing levels of service for the study-area intersections were calculated using the Intersection Capacity Utilization (ICU) methodology as required by the City of Oxnard (Level of service worksheets contained in Technical Appendix). Table 1 lists the existing levels of service for the study-area intersections for the 6:00 – 9:00 AM and 3:00 – 6:00 PM peak hour periods.

Table 1
Existing Peak Hour Levels of Service

No.	Intersection	Control Type	AM Peak Hour		PM 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	0.33	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

The data presented in Table 1 indicate that the study-area intersections currently operate at LOS B or better during the AM peak hour and PM peak hour periods, which meet the City's LOS C standard.





LEGEND

- Signalized Intersection
- Lane Geometry

N
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

INTERSECTION LANE GEOMETRIES AND TRAFFIC CONTROLS

FIGURE 3

JH - ATE#20055

FIGURE 4

EXISTING TRAFFIC VOLUMES

ASSOCIATED TRANSPORTATION ENGINEERS

JH - ATE#20055

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 the 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 project at the study-area intersections.

PROJECT GENERATED TRAFFIC VOLUMES

Project Trip Generation

Trip generation estimates were developed for the Project is based on operational data provided by the City of Oxnard (Notice of Preparation contained in Technical Appendix). The data provided for the site operations is reviewed below.

Employees. The outdoor storage facility will be staffed by 14 employees. Employees would arrive during between 7:30 - 8:00 AM peak commute period and leave at 4:00 PM. The 14 employees include 3 security guards, 1 shuttle van driver and 10 vehicle drivers. The 10 vehicle drivers will report to the storage facility to then be driven to the Port to pick-up the vehicles to be driven to the storage facility. The van will shuttle the vehicle drivers to the Port to pick-up vehicles and drop-off vehicles. Each security guard would work an 8 hour shift such that 1 security guard would be on-site 24-hours a day.

Vehicles. Up to 240 imported vehicles per day could be transported to or from the outdoor storage facility. These vehicles could be driven to or from the Port to the site Monday through Saturday. The vehicles will be shuttled to or from the Port to the site for approximately 18 days of every month. Based on the operational data a maximum of 30 one-way import vehicle trips can occur in one hour. Vehicles will not be transported to any other off-site location only to and from the Port.

Table 2 presents the weekday trip generation estimates developed for the Project based on the weekday operational data presented above. Table 2 also includes trips related to both employee commutes and transport of vehicles to/from the outdoor storage facility.

Table 2
Project Peak Trip Generation Estimates

Proposed Operations	Number	Peak Daily Trips[a]	AM Peak Hour Trips (Entering/Exiting)	PM Peak Hour 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)

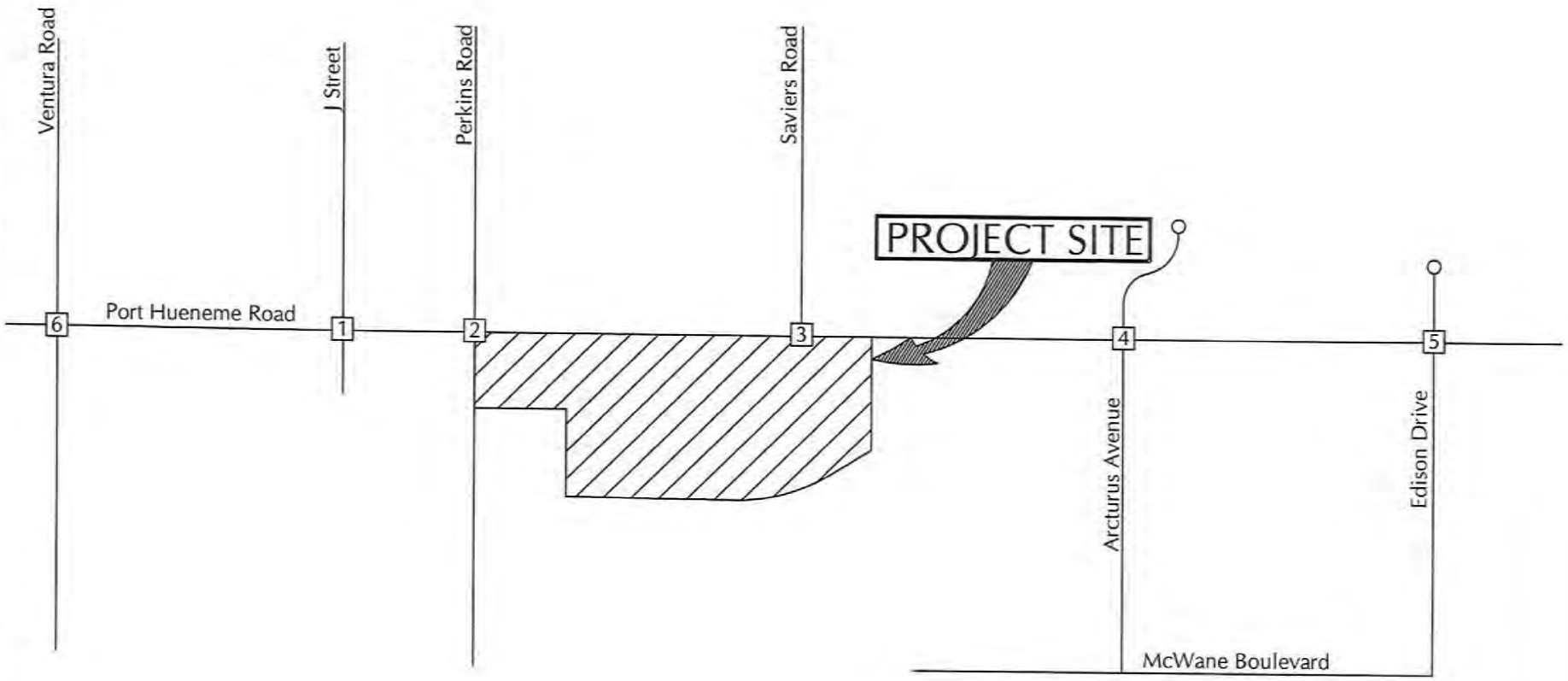
Note: (a) The peak daily trips account for all inbound and outbound trips during the peak and non-peak hour periods of the workday.

The data presented in Table 2 indicate that the proposed outdoor storage facility would generate 316 peak daily trips, 48 AM peak hour trips and 12 PM peak hour trips. Note that a maximum of 240 vehicles could be transported to or from the Port and the outdoor storage facility daily. The trips are only between the Port and the outdoor facility, no other locations. Most days a smaller number of vehicles will be transported. Many days no vehicles will be transported to and from the Port. As noted, a maximum of 30 one-way import vehicle trips can occur in one hour. The analysis assumes that during the AM peak hour, import vehicles would be transported to the storage facility. Outbound import vehicle trips would occur during the non-peak hours. No import vehicle trips would occur during the 4:00 - 6:00 PM peak hour period since employee workday would end at 4:00 PM.

Project Trip Distribution and Assignment

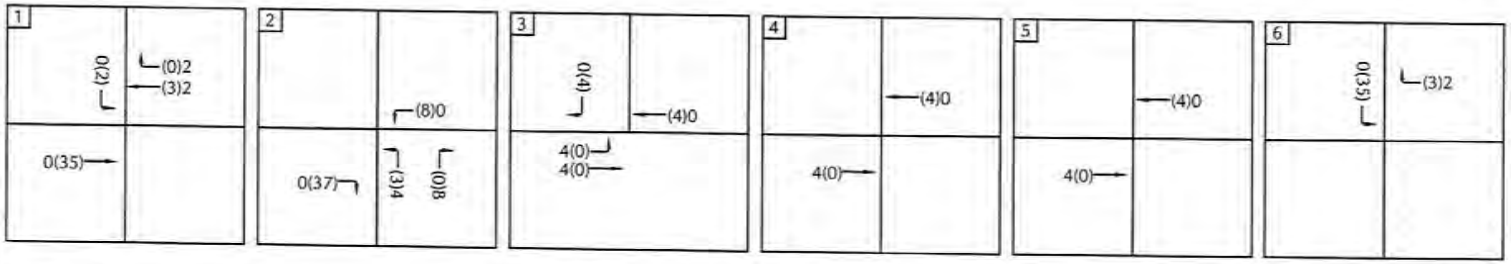
The Project-generated employee AM and PM peak hour traffic volumes were assigned to the study-area intersections based on travel data derived from the existing traffic volumes as well as a general knowledge of the population, employment and commercial centers in the Oxnard/Ventura area. The import vehicles were assigned based on the route to and from the Port of Hueneme via Port Hueneme Road.

Figure 5 illustrates the trip assignment assumed for the Project's trips. Figure 6 illustrates the Existing + Project traffic volumes. Note that there will be 0 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 - 6:00 PM peak hour period since the transport work would be completed before 4:00 PM.



LEGEND

└(XX)XX - (AM)PM Peak Hour Volume



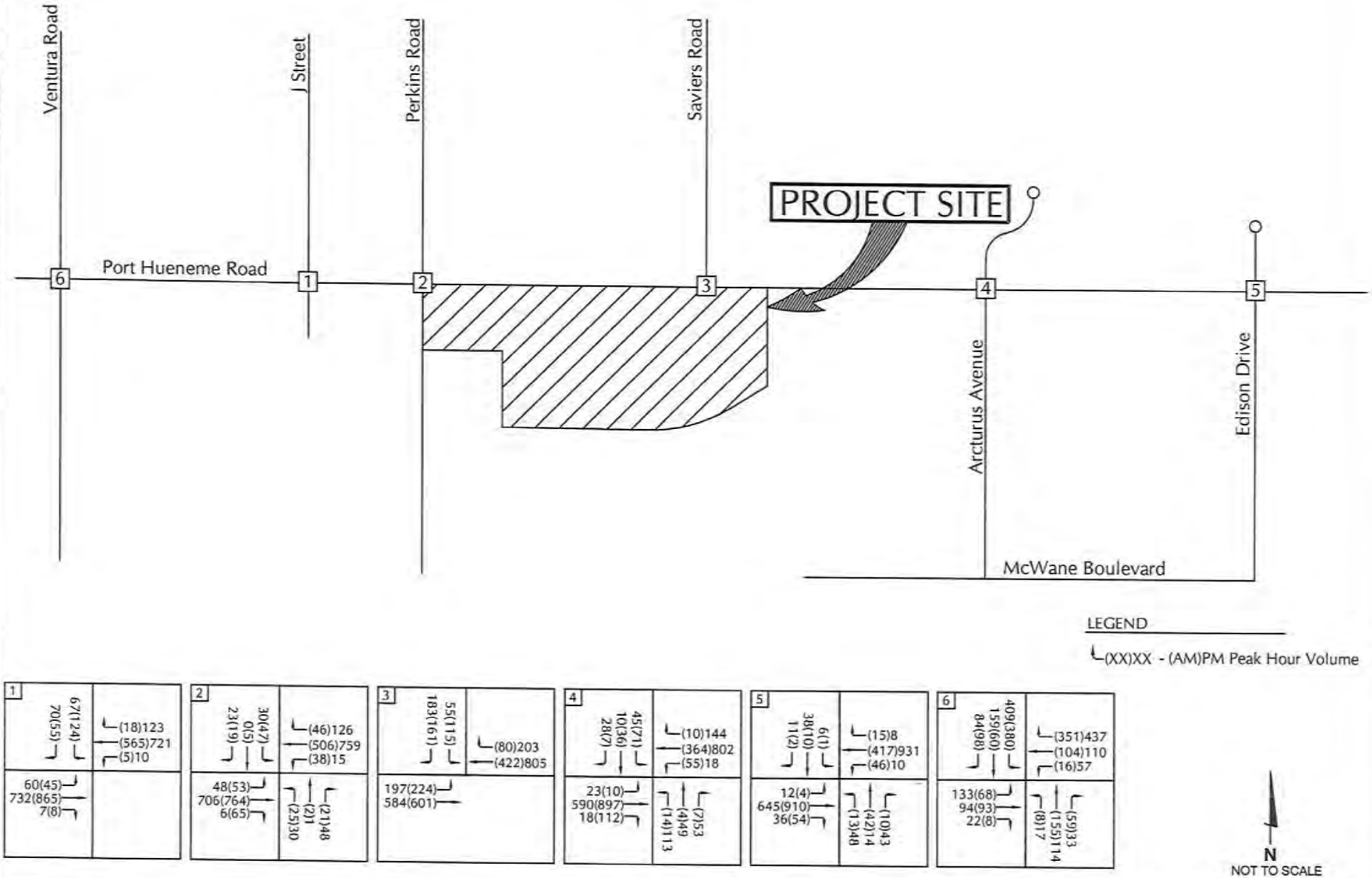
N
NOT TO SCALE

ASSOCIATED TRANSPORTATION ENGINEERS

PROJECT TRIP DISTRIBUTION AND ASSIGNMENT

FIGURE 5

JH - ATE#20055



ASSOCIATED TRANSPORTATION ENGINEERS

EXISTING + PROJECT TRAFFIC VOLUMES

FIGURE 6

JH - ATE#20055

PROJECT-SPECIFIC IMPACTS

Levels of service were calculated for the study-area intersections assuming the Existing + Project volumes. Tables 3 and 4 show the results of the calculations and identify the Project's impacts based on the City of Oxnard thresholds.

Table 3
Existing + Project AM Peak Hour Levels of Service

No.	Intersection	Existing		Existing + 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

Table 4
Existing + Project PM Peak Hour Levels of Service

No.	Intersection	Existing		Existing + 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

The data presented in Tables 3 and 4 indicate that the Project would not generate significant impact to the study-area intersections based on the City of Oxnard's traffic impact thresholds during the AM or the PM peak hour periods. The addition of Project trips would not result in an impact since the intersections operate al LOS B or better and the increase in the ICU values is less than 0.02.

CUMULATIVE (EXISTING + APPROVED/PENDING PROJECTS) CONDITIONS

The City of Oxnard requires that intersection operations be analyzed with the addition of traffic generated by projects which have been approved or are pending within the Project study-area. The cumulative projects account for future traffic growth. Trip generation estimates were developed for the cumulative developments using the rates presented in the ITE, Trip Generation, 10th Edition. Table 5 summarizes the average daily, AM and PM peak hour trip generation estimates for the approved/pending projects.

Table 5
Approved/Pending Projects Trip Generation

No.	Project	Land Use	Units/Size	ADT	AM Peak Hour	PM Peak Hour
1.	Garden City	Farmworker Res.	30 Units	50	6	4
2.	JBGR Investments, LLC	Townhomes	20 Units	146	9	11
3.	Oscar Tirado	Multi-Family Res.	3 Units	22	1	2
4.	Johnson Apartments	Multi-Family Res.	19 Units	139	9	11
5.	Vista Pacific	Multi-Family Res.	40 Units	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 Res.	5 Units	37	2	3
			Total Trips:	1,131	57	98

The data presented in Table 5 indicate that the approved/pending projects would generate a total of 1,131 average daily trips, 57 AM peak hour trips and 98 PM peak hour trips. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections based on the location of each project, recent traffic studies, existing traffic patterns observed in the study area as well as a general knowledge of the population, employment and commercial centers in Oxnard and surrounding Ventura County area. Figure 7 illustrates the Cumulative peak hour traffic volumes at the study-area intersections. The Cumulative levels of service for the study-area intersections are shown in Table 6.

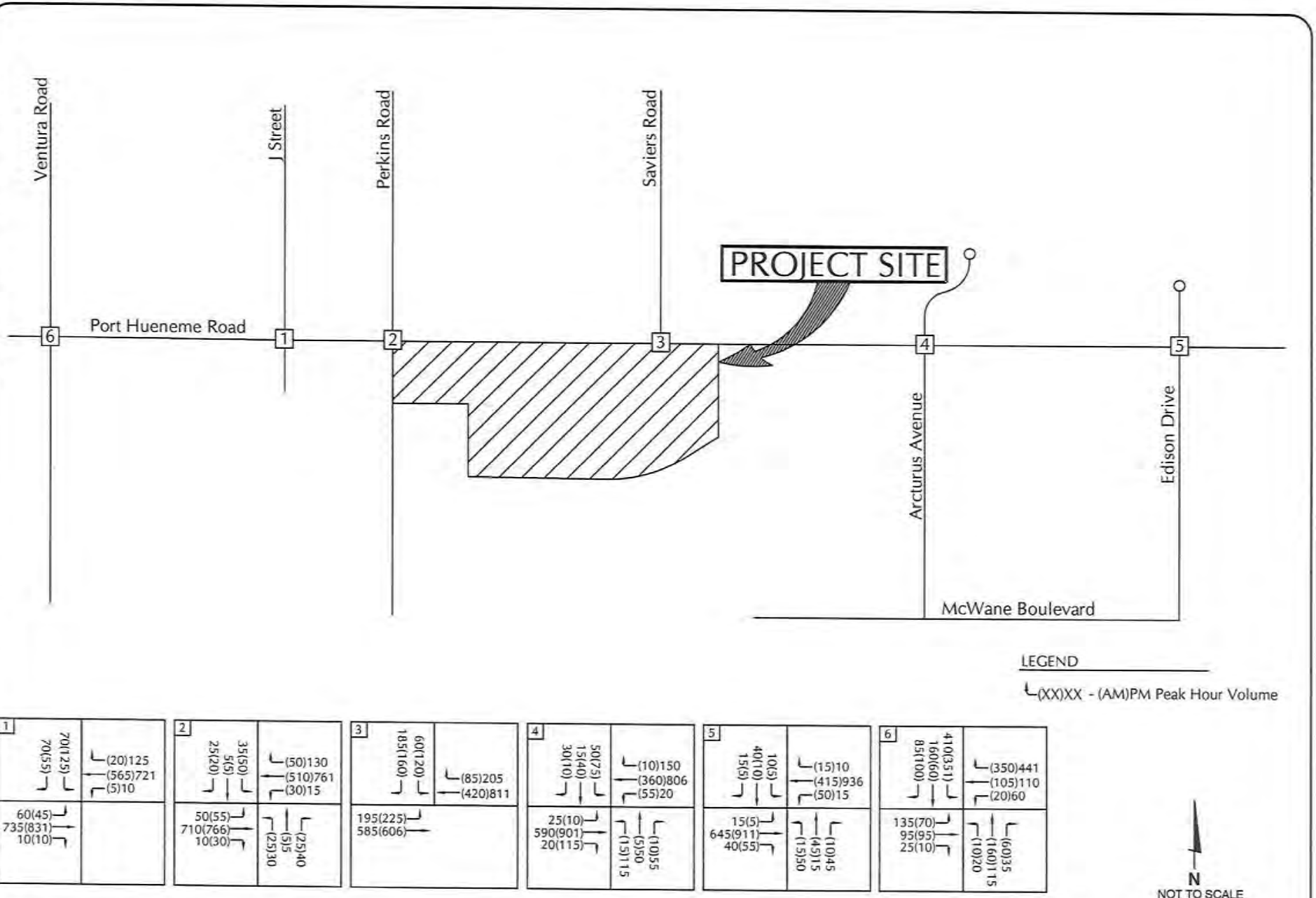
Table 6
Cumulative AM and PM Peak Hour Levels of Service

No.	Intersection	Control Type	AM Peak Hour		PM 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

The data presented in Table 6 indicate that the study-area intersections would continue to operate at LOS B or better during the AM and PM peak hour periods with cumulative traffic volumes, which meets the City's LOS C standard.

Cumulative + Project Impacts

Levels of service were calculated for the study-area intersections assuming the Cumulative + Project volumes illustrated on Figure 8. Tables 7 and 8 show the results of the calculations and identify the impacts of the Project based on City of Oxnard thresholds.



ASSOCIATED TRANSPORTATION ENGINEERS

CUMULATIVE TRAFFIC VOLUMES

FIGURE 7

JH - ATE#20055

PROJECT SITE
Edison Drive
McWane Boulevard
Arcturus Avenue
Saviers Road
Perkins Road
J Street
Port Hueneme Road
Ventura Road
1
2
3
4
5
6
LEGEND
(XX)XX - (AM)PM Peak Hour Volume
N
NOT TO SCALE
CUMULATIVE + PROJECT TRAFFIC VOLUMES
FIGURE 8
ASSOCIATED TRANSPORTATION ENGINEERS
JH - ATE#20055

Table 7
Cumulative + Project AM Peak Hour Levels of Service

No.	Intersection	Cumulative		Cumulative + 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

Table 8
Cumulative + Project PM Peak Hour Levels of Service

No.	Intersection	Cumulative		Cumulative + 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

The data presented in Tables 7 and 8 indicate that the Project would not generate significant cumulative impacts to the study-area intersections based on the City of Oxnard's traffic impact thresholds during the AM or the PM peak hour periods. The addition of Project trips would not result in an impact since the intersections operate at LOS B or better.

SITE ACCESS

As illustrated on Figure 2, access to the Project site would be provided by two driveways on Perkins Road, Secondary emergency access would be provided via a gated driveway on Hueneme Road opposite Saviers Road. Vehicles driven from the Port will enter the site via Perkins Road. Perkins Road is a collector street that its approximately 40-feet wide. The roadway provides access to the industrial buildings located to the south. The roadway has adequate capacity to accommodate the traffic generated by the Project. The Perkins Road driveways will be designed and constructed to City of Oxnard design

standards. Given the estimated Project trip generation and traffic on Perkins Road, the driveways would operate at an acceptable level of service. The Project will be required to complete any and all necessary frontage improvements on Perkins Road and Port Hueneme Road.

PARKING ANALYSIS

City of Oxnard Zoning Ordinance Parking Requirements

The City's Zoning Ordinance parking requirements were calculated for the 240-square feet of office space provided by the Project. The parking space requirement for Project is as follows.

- Office Space - 1 space for each 250 SF of floor area

The City of Oxnard Zoning Ordinance requires 1 space for the Project. The Project provides 3 on-site parking spaces which satisfies the City's parking requirement.

VEHICLE MILES TRAVELED 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 State CEQA Guidelines, Vehicle Miles Traveled (VMT) is the required metric to be used for identifying CEQA impacts and mitigation. The Governor's Office of Research and Planning (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.

Currently imported vehicles may be transported via truck from the Port to storage lots located at the Camarillo Airport, Tuff Shed in Ventura, Teal Club Road and at the 3rd Street Harbor Freight site. The intent is to supplant the need to store vehicles at these locations. The Camarillo Airport is approximately 10.6 miles from the Port. The Tuff Shed storage location is approximately 9 miles from the Port. The proposed Project site would consolidate the storage sites to one location approximately 1.65 miles from the Port of Huemene Pleasant Valley Road gate. Through the consolidation of the storage sites, the Project would result in a reduction of the VMT related to the transport of imported vehicles. As shown in Table 9, the import vehicle trip distance to the Camarillo Airport is reduced from 10.6 miles to 1.65 miles. Similarly, the import vehicle trip distance to Tuff Shed in Ventura are reduced from 9 miles to 1.65 miles

Table 9
Storage Location Vehicle Miles

Vehicle Storage Location	Distance from Port	Round Trip Miles
Camarillo Airport	10.6 miles	21.2 miles
Tuff Shed	9 miles	18 miles
Project Site	1.65 miles	3.3 miles

A round trip from the Port to the Camarillo Airport is 21.2 miles. A round trip from the Port to the Project site is 3.3 miles. The Project site location would reduce the VMT related to trips between the Port and the Camarillo Airport by 17.9 miles (21.2 miles - 3.3 miles = 17.9 miles). As shown in Table 9, the Project site location would result in a reduction of the VMT related to the transport of imported vehicles.

Though the Project is not located along a high-quality transit corridor, transit service is available to the employees. The Project is served by two transit routes (Route 1A/1B and Route 23) operated by Gold Coast Transit.

PROJECT MITIGATION MEASURES

Based on the City of Oxnard traffic impact thresholds, it was determined that the Project would not generate significant impacts at the study-area intersections. No mitigation measures were therefore developed for the study-area intersections under the City's jurisdiction. The Project would, however, be required to pay the City's traffic mitigation fees to off-set its contribution to cumulative traffic volumes in the City.

VENTURA COUNTY GENERAL PLAN CONSISTENCY

The City of Oxnard and Ventura County have executed a "Reciprocal Traffic Mitigation Agreement" wherein the City and the County agree that a pro-rata share of the cost of mitigations will be collected by each agency for identified traffic impacts in the other jurisdiction. The Project would be consistent with the Ventura County General Plan by complying with the terms of the "Reciprocal Traffic Mitigation Agreement" between the City of Oxnard and the County of Ventura approved on February 2, 1993.

■ ■ ■

REFERENCES AND PERSONS CONTACTED

Associated Transportation Engineers

Scott A. Schell, Principal Planner
Darryl F. Nelson, Senior Transportation Planner
Jiho Ha, Traffic Engineer I

Persons Contacted

Earnel Bihis, City of Oxnard
Melissa Whittemore, Rincon Consultants Inc.
Erik D. Feldman, Rincon Consultants Inc.

References

Highway Capacity Manual, Transportation Research Board, National Research Council, 2000.

Trip Generation, Institute of Transportation Engineers, 10th Edition, 2017.

Traffic LOS Monitoring for the Ventura County Congestion Management Program, Ventura County Transportation Commission, 2009.

TECHNICAL APPENDIX

CONTENTS

INTERSECTION LEVEL OF SERVICE CRITERIA/DEFINITIONS

DISCUSSION OF INTERSECTION CAPACITY UTILIZATION (ICU)

The ability of a roadway to carry traffic is referred to as capacity. The capacity is usually less at intersections because traffic flows continuously between them and only during the green phase at them. Capacity at intersections is best defined in terms of vehicles per lane per hour of green. The technique used to compare the volumes and capacity of an intersection is known as Intersection Capacity Utilization (ICU). ICU or volume-to-capacity ratio, usually expressed as a percentage, is the proportion of an hour required to provide sufficient capacity to accommodate all intersection traffic if all approaches operate at capacity. If an intersection is operating at 80 percent of capacity, then 20 percent of the signal cycle is not used.

The ICU calculation assumes that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is invalid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 100 percent, yet have severe traffic congestion. This would occur if one or more movements is not getting sufficient time to satisfy its demand, and excess time exists on other movements. This is an operational problem which should be addressed.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 or 14 feet wide. Data collected by Kunzman Associates indicates a typical lane, whether a through-lane or a left-turn lane, has a capacity of approximately 1,700 vehicles per hour, with nearly all locations showing a capacity greater than 1,600 vehicles per hour per lane. This finding is published in the August, 1978 issue of ITE Journal in the article entitled, "Another Look at Signalized Intersection Capacity" by William Kunzman. For this study, a capacity of 1,600 vehicles per hour per lane will be assumed for left-turn, through, and right-turn lanes as per City policy.

The yellow time can either be assumed to be completely used and no penalty applied, or it can be assumed to be only partially usable. Total yellow time accounts for less than 10 percent of a cycle, and a penalty of up to five percent is reasonable. On the other hand, during peak hour traffic operation, the yellow times are nearly completely used. In this study, no penalty will be applied for the yellow because the capacities have been assumed to be only 1,600 vehicles per hour per lane when in general they are 1,700-1,800 vehicles per hour per lane.

The ICU technique is an ideal tool to quantify existing as well as future intersection operations. The impact of adding a lane can be quickly determined by examining the effect the lane has on the intersection capacity utilization.

Source: Oxnard Airport Business Park Traffic Study, Kunzman Assoc., City of Oxnard, 1985.

LEVEL OF SERVICE DEFINITIONS

"Levels of Service" (LOS) A through F are used to rate roadway and intersection operating conditions, with LOS A indicating very good operations and LOS F indicating poor operations. More complete level of service definitions are:

LOS	Definition
A	Low volumes; primarily free flow operations. Density is low and vehicles can freely maneuver within traffic stream. Drivers can maintain their desired speeds with little or no delay.
B	Stable flow with potential for some restriction of operating speeds due to traffic conditions. Maneuvering is only slightly restricted. Stopped delays are not bothersome and drivers are not subject to appreciable tension.
C	Stable operations, however the ability to maneuver is more restricted by the increase in traffic volumes. Relatively satisfactory operating speeds prevail but adverse signal coordination or longer queues cause delays.
D	Approaching unstable traffic flow where small increases in volume could cause substantial delays. Most drivers are restricted in their ability to maneuver and their selection of travel speeds. Comfort and convenience are low but tolerable.
E	Operations characterized by significant approach delays and average travel speeds of one-half to one-third of free flow speed. Flow is unstable and potential for stoppages of brief duration. High signal density, extensive queuing, or signal progression/timing are the typical causes of delays.
F	Forced flow operations with high approach delays at critical signalized intersections. Speeds are reduced substantially and stoppages may occur for short or long periods of time because of downstream congestion.

Signalized Intersection Level of Service Definitions

LOS	Delay[a]	V/C Ratio	Definition
A	< 10.0	< 0.60	Progression is extremely favorable. Most vehicles arrive during the green phase. Many vehicles do not stop at all.
B	10.1 - 20.0	0.61 - 0.70	Good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.
C	20.1 - 35.0	0.71 - 0.80	Only fair progression, longer cycle lengths, or both, result in higher cycle lengths. Cycle lengths may fail to serve queued vehicles, and overflow occurs. Number of vehicles stopped is significant, though many still pass through intersection without stopping.
D	35.1 - 55.0	0.81 - 0.90	Congestion becomes more noticeable. Unfavorable progression, long cycle lengths and high v/c ratios result in longer delays. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.
E	55.1 - 80.0	0.91 - 1.00	High delay values indicate poor progression, long cycle lengths and high v/c ratios. Individual cycle failures are frequent
F	> 80.0	> 1.00	Considered unacceptable for most drivers, this level occurs when arrival flow rates exceed the capacity of lane groups, resulting in many individual cycle failures. Poor progression and long cycle lengths may also contribute to high delay levels.

[a] Average control delay per vehicle in seconds.

Unsignalized Intersection Level of Service Definitions

The HCM[1] uses *control delay* to determine the level of service at unsignalized intersections. Control delay is the difference between the travel time actually experienced at the control device and the travel time that would occur in the absence of the traffic control device. Control delay includes deceleration from free flow speed, queue move-up time, stopped delay and acceleration back to free flow speed.

LOS	Control Delay Seconds per Vehicle
A	< 10.0
B	10.1 - 15.0
C	15.1 - 25.0
D	25.1 - 35.0
E	35.1 - 50.0
F	> 50.0

[1] Highway Capacity Manual, National Research Board, 2000

TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

J St & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-001
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS

AM	07:00 AM - 08:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	06:00 AM - 09:00 AM
NOON	NONE
PM	03:00 PM - 05:00 PM

J St — SOUTHBOUND

AM	53	0	118	0	0	AM
NOON	0	0	0	0	0	NOON
PM	68	0	65	0	0	PM

0 0 0 0

Hueneme Rd — EASTBOUND

AM	NOON	PM	
605	0	770	⇦
0	0	0	↶ 0
0	0	0	↑ 0
744	0	705	→ 0
1	0	9	↷ 0
AM	NOON	PM	

CONTROL

0

TEV	1470 AM	0 NOON	1555 PM
PHF	0.82		0.91

Hueneme Rd — WESTBOUND

PM	NOON	AM	
0	0	0	↶ 0
702	0	552	← 0
0	0	0	↑ 0
0	0	0	↷ 0
776	0	864	⇨
PM	NOON	AM	

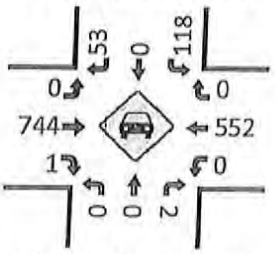
0 0 0 0

J St — NORTHBOUND

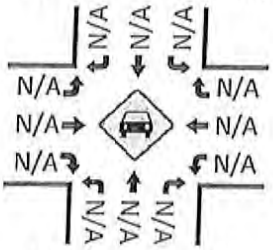
PM	9	0	0	0	6	PM
NOON	0	0	0	0	0	NOON
AM	1	0	0	0	2	AM

J St

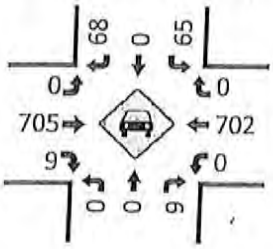
Total Vehicles (AM)



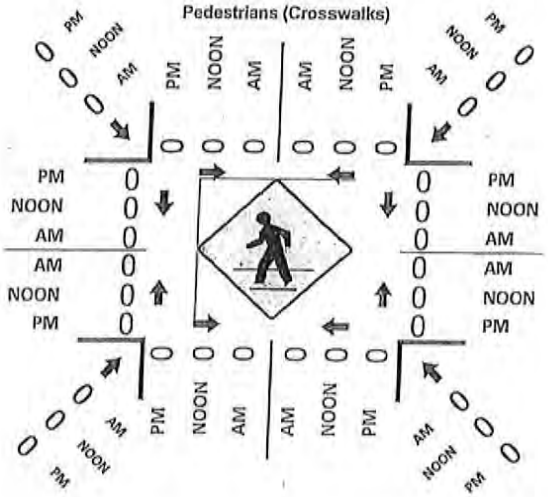
Total Vehicles (Noon)



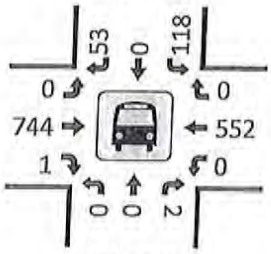
Total Vehicles (PM)



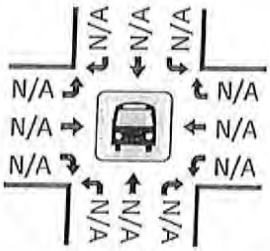
Pedestrians (Crosswalks)



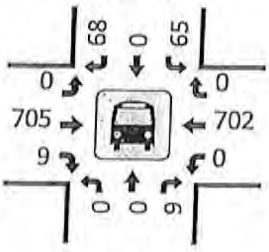
(AM)



(NOON)



(PM)



Prepared by National Data & Surveying Services

J St & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-101
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS
07:00 AM - 08:00 AM
NONE
04:00 PM - 05:00 PM

COUNT PERIODS
06:00 AM - 09:00 AM
NONE
03:00 PM - 05:00 PM

SOUTHBOUND — J St

AM	0	0	0	0	58	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	170	PM

EASTBOUND — Hueneme Rd

AM	NOON	PM	
548	0	703	⇦
3	0	5	↶ 0
41	0	53	↱ 0
806	0	710	→ 0
8	0	7	↴ 0
AM	NOON	PM	

WESTBOUND — Hueneme Rd

PM	NOON	AM	
117	0	17	0 ↰
698	0	545	0 ←
5	0	4	0 ↙
5	0	1	0 ↳
717	0	808	⇨
PM	NOON	AM	

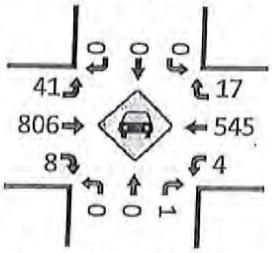
CONTROL

	0		
TEV	1426	0	1602
	AM	NOON	PM
PHF	0.80		0.91

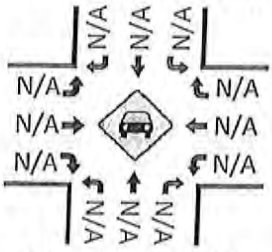
NORTHBOUND — J St

PM	12	0	0	0	2	PM
NOON	0	0	0	0	0	NOON
AM	12	0	0	0	1	AM

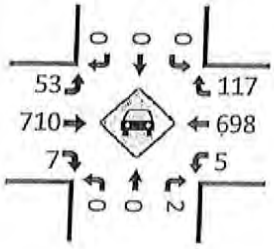
Total Vehicles (AM)



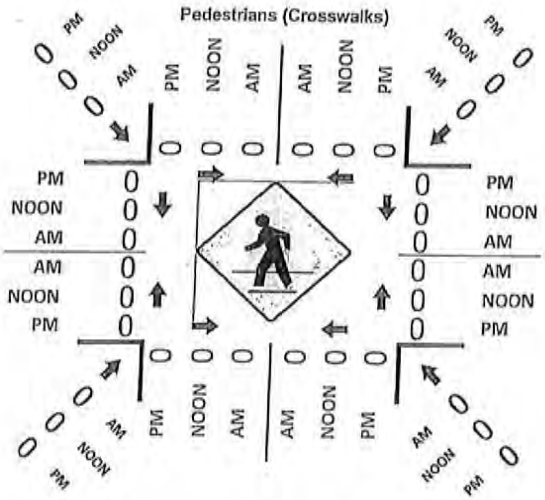
Total Vehicles (Noon)



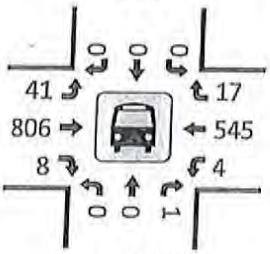
Total Vehicles (PM)



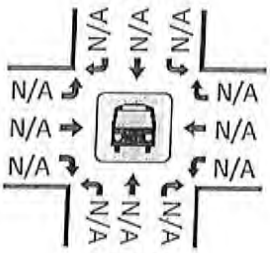
Pedestrians (Crosswalks)



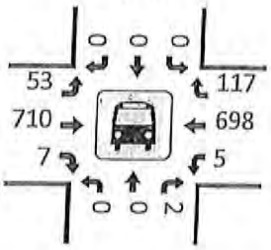
(AM)



(NOON)



(PM)



Prepared by National Data & Surveying Services

Perkins Rd & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-002
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 04:00 PM - 05:00 PM

COUNT PERIODS

AM: 06:00 AM - 09:00 AM
NOON: NONE
PM: 03:00 PM - 05:00 PM

Perkins Rd — SOUTHBOUND

AM	18	5	46	0	96	AM
NOON	0	0	0	0	0	NOON
PM	22	0	29	0	160	PM

Hueneme Rd — EASTBOUND

AM	NOON	PM	
532	0	794	⇦
2	0	10	↶ 0
49	0	37	↑ 0
742	0	685	→ 0
27	0	6	↷ 0
AM	NOON	PM	

Hueneme Rd — WESTBOUND

PM	NOON	AM	
122	0	45	0 ↶
737	0	491	0 ←
11	0	26	0 ↶
4	0	3	0 ↶
757	0	811	⇨
PM	NOON	AM	

CONTROL

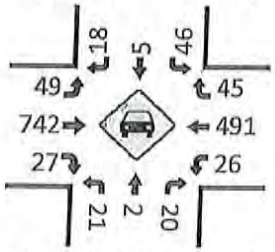
0

TEV	1497 AM	0 NOON	1728 PM
PHF	0.82		0.90

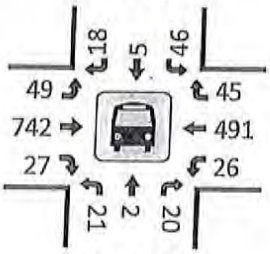
Perkins Rd — NORTHBOUND

PM	17	0	25	1	39	PM
NOON	0	0	0	0	0	NOON
AM	58	0	21	2	20	AM

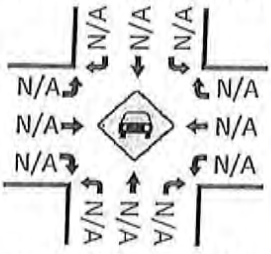
Total Vehicles (AM)



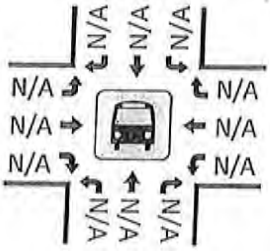
(AM)



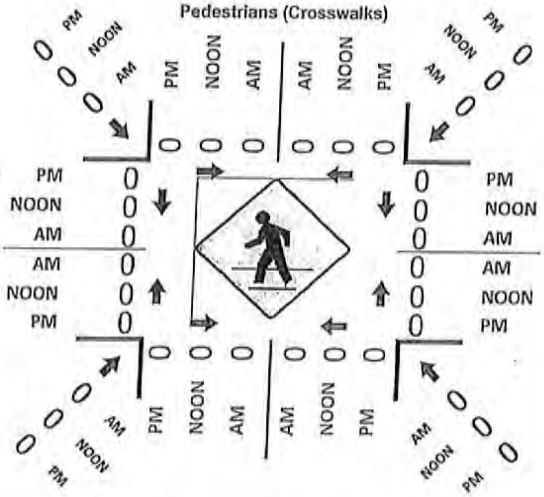
Total Vehicles (Noon)



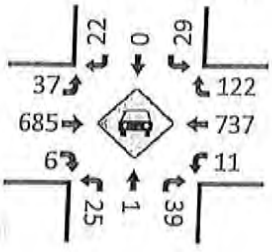
(NOON)



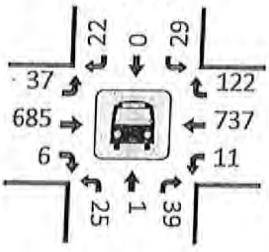
Pedestrians (Crosswalks)



Total Vehicles (PM)



(PM)



Prepared by National Data & Surveying Services

Saviers Rd & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-003
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	06:00 AM - 09:00 AM
NOON	NONE
PM	03:00 PM - 05:00 PM

Saviers Rd — SOUTHBOUND

AM	152	0	100	12	307	AM
NOON	0	0	0	0	0	NOON
PM	178	0	46	7	391	PM

Hueneme Rd — EASTBOUND

AM	NOON	PM	
558	0	959	⇦
0	0	0	↶ 0
217	0	187	↑ 0
583	0	563	→ 0
0	0	0	↷ 0
AM	NOON	PM	

Hueneme Rd — WESTBOUND

PM	NOON	AM	
197	0	78	0 ↶
781	0	406	0 ←
0	0	0	0 ↶
0	0	0	0 ↷
609	0	683	⇨
PM	NOON	AM	

CONTROL

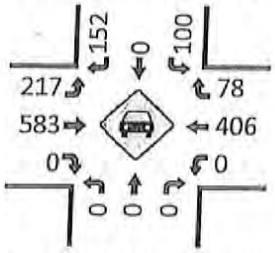
0

TEV	1548 AM	0 NOON	1959 PM
PHF	0.74		0.89

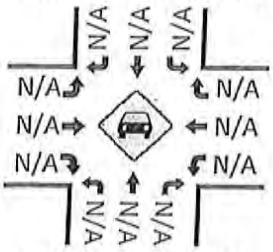
NORTHBOUND — Saviers Rd

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

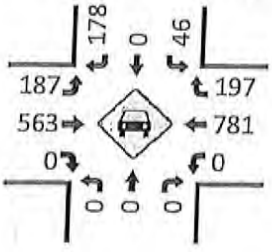
Total Vehicles (AM)



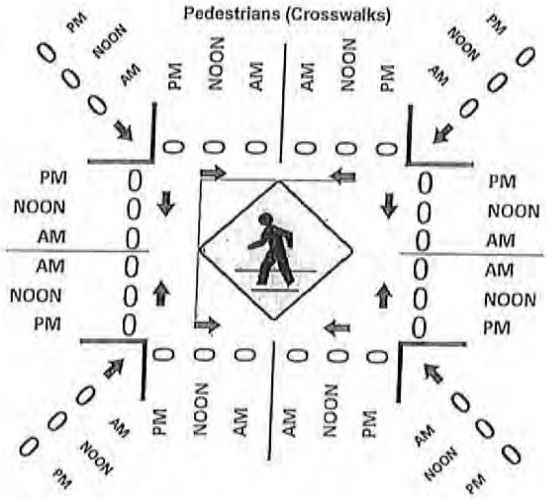
Total Vehicles (Noon)



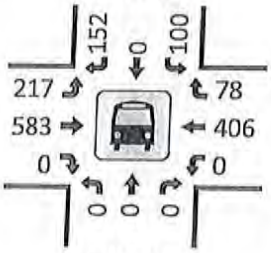
Total Vehicles (PM)



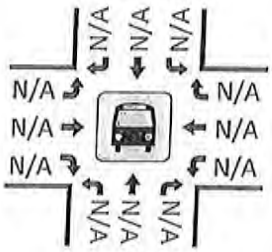
Pedestrians (Crosswalks)



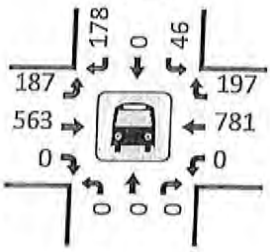
(AM)



(NOON)



(PM)



Prepared by National Data & Surveying Services

Arcturus Ave & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-004
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS

AM	06:00 AM - 07:00 AM
NOON	NONE
PM	03:15 PM - 04:15 PM

COUNT PERIODS

AM	06:00 AM - 09:00 AM
NOON	NONE
PM	03:00 PM - 05:00 PM

Arcturus Ave — SOUTHBOUND

AM	7	32	69	0	23	AM
NOON	0	0	0	0	0	NOON
PM	27	10	44	0	210	PM

Hueneme Rd — EASTBOUND

AM	NOON	PM	
371	0	915	
1	0	0	0
9	0	22	0
871	0	569	0
109	0	17	0
AM	NOON	PM	

Hueneme Rd — WESTBOUND

PM	NOON	AM	
140	0	10	0
778	0	349	0
17	0	47	0
0	0	6	0
664	0	953	
PM	NOON	AM	

CONTROL

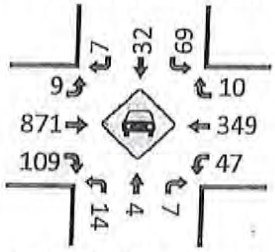
0

TEV	1535 AM	0 NOON	1833 PM
PHF	0.90		0.82

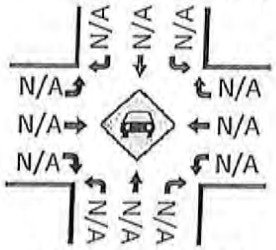
Arcturus Ave — NORTHBOUND

PM	44	0	110	48	51	PM
NOON	0	0	0	0	0	NOON
AM	188	0	14	4	7	AM

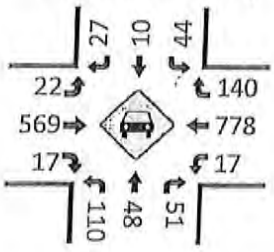
Total Vehicles (AM)



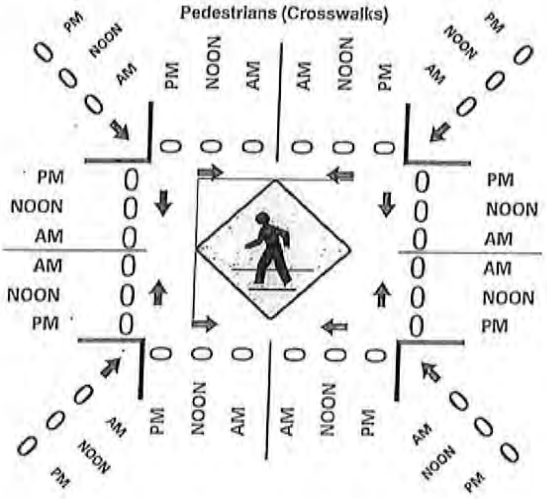
Total Vehicles (Noon)



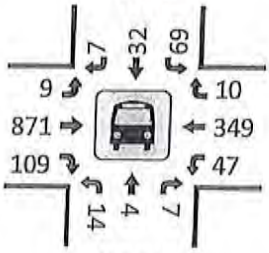
Total Vehicles (PM)



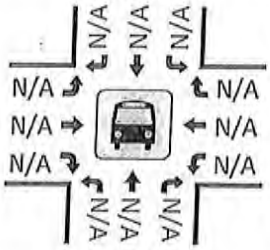
Pedestrians (Crosswalks)



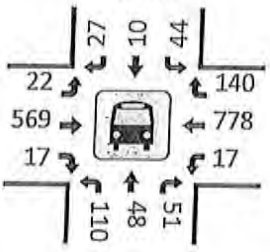
(AM)



(NOON)



(PM)



Prepared by National Data & Surveying Services

Edison Dr & Hueneme Rd

Peak Hour Turning Movement Count

ID: 18-05165-005
City: Oxnard

Day: Thursday
Date: 03/08/2018

PEAK HOURS

AM	06:00 AM - 07:00 AM
NOON	NONE
PM	04:00 PM - 05:00 PM

COUNT PERIODS

AM	06:00 AM - 09:00 AM
NOON	NONE
PM	03:00 PM - 05:00 PM

SOUTHBOUND (Edison Dr)

AM	2	10	1	0	60	AM
NOON	0	0	0	0	0	NOON
PM	11	37	6	0	29	PM

0 0 0 0

EASTBOUND (Hueneme Rd)

AM	NOON	PM	
416	0	967	⇦
0	0	5	0
4	0	7	0
883	0	622	→ 0
52	0	35	0
AM	NOON	PM	

WESTBOUND (Hueneme Rd)

PM	NOON	AM	
8	0	15	0
904	0	401	0 ←
10	0	45	0
0	0	0	0
670	0	894	⇨
PM	NOON	AM	

CONTROL

0

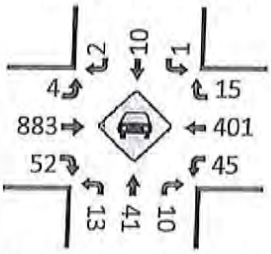
TEV	1477	0	1748
	AM	NOON	PM
PHF	0.94		0.89

0 0 0 0

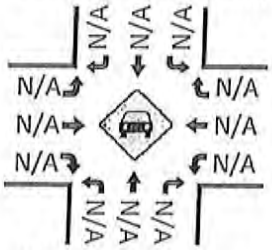
NORTHBOUND (Edison Dr)

PM	82	0	47	14	42	PM
NOON	0	0	0	0	0	NOON
AM	107	0	13	41	10	AM

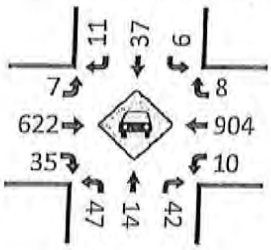
Total Vehicles (AM)



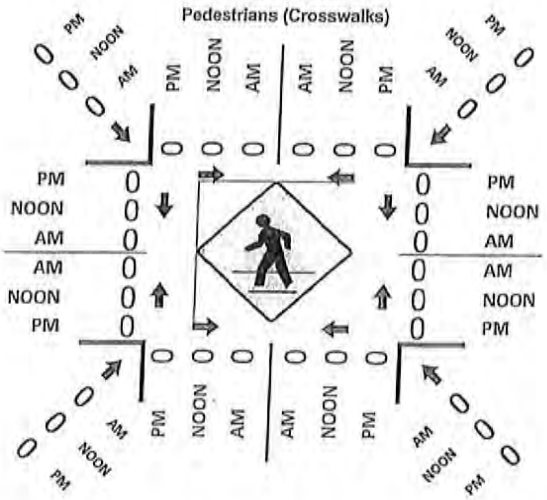
Total Vehicles (Noon)



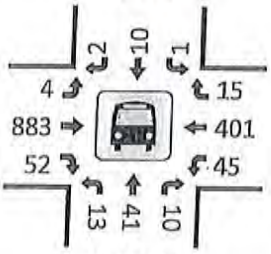
Total Vehicles (PM)



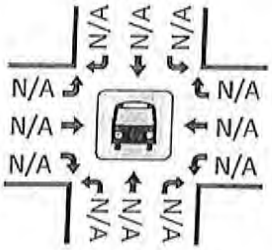
Pedestrians (Crosswalks)



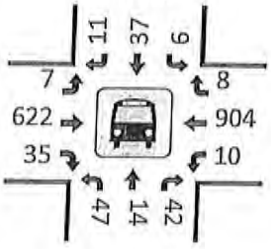
(AM)



(NOON)



(PM)



#8 AM

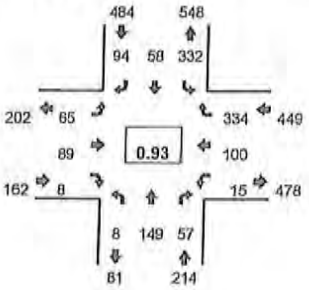
Type of peak hour being reported: Intersection Peak

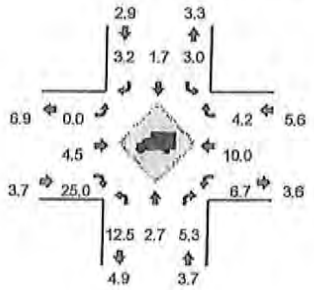
Method for determining peak hour: Total Entering Volume

LOCATION: Ventura Rd -- Hueneme Rd
CITY/STATE: Oxnard, CA

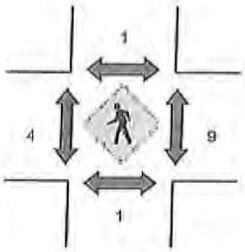
QC JOB #: 13825117
DATE: Thu, Jun 09 2016

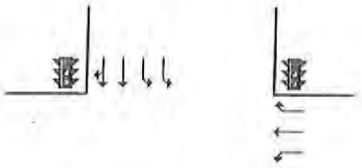
Peak-Hour: 7:00 AM -- 8:00 AM
Peak 15-Min: 7:45 AM -- 8:00 AM

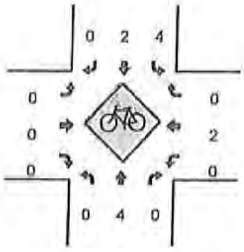


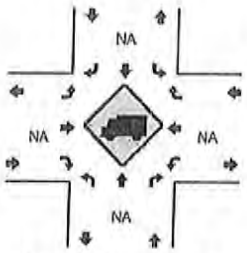


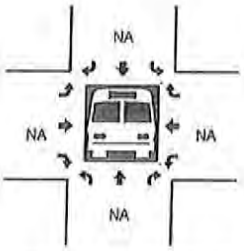
Quality Counts
TRANSPORTATION DATA COLLECTION SERVICES











15-Min Count Period Beginning At	Ventura Rd (Northbound)				Ventura Rd (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:30 AM	1	22	6	0	61	9	15	0	13	10	0	0	0	19	61	0	217	
6:45 AM	2	19	11	0	71	18	49	0	10	6	0	0	7	31	72	0	296	
7:00 AM	2	34	11	0	72	20	47	0	10	8	2	0	3	33	74	0	316	
7:15 AM	4	36	13	0	70	14	17	0	16	32	2	0	4	15	75	0	298	1127
7:30 AM	1	41	18	0	99	11	13	0	23	27	0	0	3	24	82	0	342	1252
7:45 AM	1	38	15	0	91	13	17	0	16	22	4	0	5	28	103	0	353	1309
8:00 AM	1	22	12	0	73	22	16	0	17	47	0	0	7	22	60	0	299	1292
8:15 AM	3	28	10	0	72	22	9	0	12	52	2	0	4	22	66	0	302	1296
8:30 AM	3	19	6	0	50	10	9	0	17	39	2	0	7	16	70	0	248	1202
8:45 AM	2	17	8	0	79	11	16	0	11	22	3	0	3	16	63	1	252	1101

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	152	60	0	364	52	68	0	64	88	16	0	20	112	412	0	1412
Heavy Trucks	0	8	8		16	0	8		0	4	4		4	4	4		60
Pedestrians		0				0				12				16			28
Bicycles	0	3	0		4	1	0		0	0	0		0	1	0		9
Railroad Stopped Buses																	

Comments:

Report generated on 6/24/2016 10:48 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

#3 PM

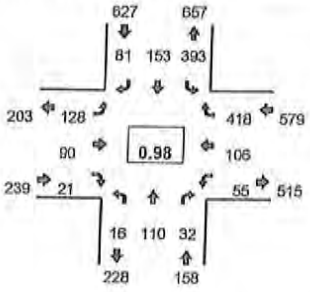
Type of peak hour being reported: Intersection Peak

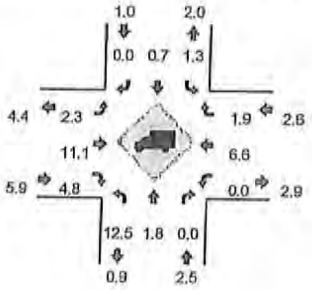
Method for determining peak hour: Total Entering Volume

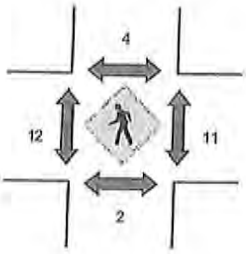
LOCATION: Ventura Rd -- Hueneme Rd
CITY/STATE: Oxnard, CA

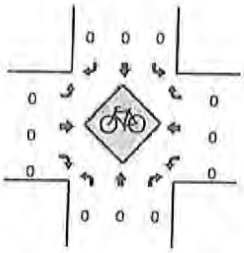
QC JOB #: 13825118
DATE: Thu, Jun 09 2016

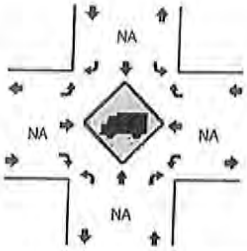
Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:30 PM -- 4:45 PM

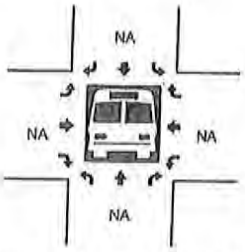












15-Min Count Period Beginning At	Ventura Rd (Northbound)				Ventura Rd (Southbound)				Hueneme Rd (Eastbound)				Hueneme Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
3:00 PM	1	28	11	0	71	30	3	0	12	14	4	0	7	13	51	1	246	
3:15 PM	2	17	3	0	70	31	16	0	16	39	2	0	9	20	84	0	308	
3:30 PM	3	25	4	0	90	26	13	0	16	23	4	0	10	15	95	1	325	
3:45 PM	1	32	6	0	86	41	15	0	15	19	2	0	11	14	78	0	320	1199
4:00 PM	4	23	11	0	105	33	15	0	13	19	3	0	9	17	103	0	355	1308
4:15 PM	4	23	7	0	115	41	18	0	27	12	6	0	3	27	89	0	372	1372
4:30 PM	1	25	9	0	114	36	19	0	28	26	3	0	5	25	118	0	409	1456
4:45 PM	3	25	4	0	96	33	30	0	26	22	4	0	10	33	112	1	399	1535
5:00 PM	5	33	11	0	82	39	17	1	31	28	3	0	17	31	99	0	397	1577
5:15 PM	7	27	8	0	100	45	15	0	43	14	11	0	22	17	89	0	398	1603
5:30 PM	5	25	5	0	83	36	16	0	51	31	5	0	22	18	81	1	379	1573
5:45 PM	2	26	6	0	81	48	7	0	35	23	5	0	14	27	87	0	361	1535

Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	
All Vehicles	4	100	36	0	456	144	76	0	112	104	12	0	20	100	472	0	1636
Heavy Trucks	4	0	0		8	0	0		4	28	0		0	4	20		68
Pedestrians		4				4				8				4			20
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0
Railroad																	
Stopped Buses																	

Comments:

Report generated on 6/24/2016 10:48 AM

SOURCE: Quality Counts, LLC (http://www.qualitycounts.net) 1-877-580-2212

INTERSECTION LOS CALCULATION WORKSHEETS

Reference 1 – Port Hueneme Road/"J" Street
Reference 2 – Port Hueneme Road/Perkins Road
Reference 3 – Port Hueneme Road/Saviers Road
Reference 4 – Port Hueneme Road/Arcturus Avenue
Reference 5 – Port Hueneme Road/Edison Drive
Reference 6 – Port Hueneme Road/Ventura Road

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 01 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *J" STREET*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	122	0	55	45	830	8	5	562	18
(B) PROJECT-ADDED:	0	0	0	2	0	0	0	35	0	0	3	0
(C) CUMULATIVE:	0	0	0	125	0	53	45	831	10	5	565	20

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LTR	SOUTH BOUND LT R	EAST BOUND L T TR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	122	124	125	127	-	-	-	-
SBT	1	1600	0	0	0	0	0.076 *	0.078 *	0.078 *	0.079 *
SBR	1	1600	55	55	53	53	0.034	0.034	0.033	0.033
EBL	1	1600	45	45	45	45	0.028	0.028	0.028	0.028
EBT	2	3200	830	865	831	866	0.262 *	0.273 *	0.263 *	0.274 *
EBR	0	0	8	8	10	10	-	-	-	-
WBL	1	1600	5	5	5	5	0.003 *	0.003 *	0.003 *	0.003 *
WBT	2	3200	562	565	565	568	0.176	0.177	0.177	0.178
WBR	1	1600	18	18	20	20	0.011	0.011	0.013	0.013
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.34	0.35	0.34	0.36
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 01 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *J" STREET*
E/W STREET: *HUENEME ROAD*
CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	67	0	70	60	732	7	10	719	121
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	2	2
(C) CUMULATIVE:	0	0	0	70	0	70	60	735	10	10	721	125

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LTR	LT R	L T TR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	1	1600	0	0	0	0	0.000	0.000	0.000	0.000
NBR	0	0	0	0	0	0	-	-	-	-
SBL	0	0	67	67	70	70	-	-	-	-
SBT	1	1600	0	0	0	0	0.042	0.042	0.044 *	0.044 *
SBR	1	1600	70	70	70	70	0.044 *	0.044 *	0.044	0.044
EBL	1	1600	60	60	60	60	0.038 *	0.038 *	0.038 *	0.038 *
EBT	2	3200	732	732	735	735	0.231	0.231	0.233	0.233
EBR	0	0	7	7	10	10	-	-	-	-
WBL	1	1600	10	10	10	10	0.006	0.006	0.006	0.006
WBT	2	3200	719	721	721	723	0.225 *	0.225 *	0.225 *	0.226 *
WBR	1	1600	121	123	125	127	0.076	0.077	0.078	0.079
			TOTAL INTERSECTION CAPACITY UTILIZATION:				0.31	0.31	0.31	0.31
			SCENARIO LEVEL OF SERVICE:				A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 02 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*
TIME PERIOD: *A.M. PEAK HOUR*
N/S STREET: *PERKINS ROAD*
E/W STREET: *HUENEME ROAD*
CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	22	2	21	47	5	19	53	764	28	30	506	46
(B) PROJECT-ADDED:	3	0	0	0	0	0	0	0	37	8	0	0
(C) CUMULATIVE:	25	5	25	50	5	20	55	766	30	30	510	50

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND LT R	SOUTH BOUND LTR	EAST BOUND L TTR	WEST BOUND L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	22	25	25	28	-	-	-	-
NBT	1	1600	2	2	5	5	0.015 *	0.017 *	0.019 *	0.021 *
NBR	1	1600	21	21	25	25	0.013	0.013	0.016	0.016
SBL	0	0	47	47	50	50	-	-	-	-
SBT	1	1600	5	5	5	5	0.044 *	0.044 *	0.047 *	0.047 *
SBR	0	0	19	19	20	20	-	-	-	-
EBL	1	1600	53	53	55	55	0.033	0.033	0.034	0.034
EBT	2	3200	764	764	766	766	0.248 *	0.259 *	0.249 *	0.260 *
EBR	0	0	28	65	30	67	-	-	-	-
WBL	1	1600	30	38	30	38	0.019 *	0.024 *	0.019 *	0.024 *
WBT	2	3200	506	506	510	510	0.158	0.158	0.159	0.159
WBR	1	1600	46	46	50	50	0.029	0.029	0.031	0.031
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.33	0.34	0.33	0.35
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 02 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*
TIME PERIOD: *P.M. PEAK HOUR*
N/S STREET: *PERKINS ROAD*
E/W STREET: *HUENEME ROAD*
CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	26	1	40	30	0	23	48	706	6	15	759	126
(B) PROJECT-ADDED:	4	0	8	0	0	0	0	0	0	0	0	0
(C) CUMULATIVE:	30	5	40	35	5	25	50	710	10	15	761	130

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	LT R	LTR	L TTR	L TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	26	30	30	34	-	-	-	-
NBT	1	1600	1	1	5	5	0.017	0.019	0.022	0.024
NBR	1	1600	40	48	40	48	0.025 *	0.030 *	0.025 *	0.030 *
SBL	0	0	30	30	35	35	-	-	-	-
SBT	1	1600	0	0	5	5	0.033 *	0.033 *	0.041 *	0.041 *
SBR	0	0	23	23	25	25	-	-	-	-
EBL	1	1600	48	48	50	50	0.030 *	0.030 *	0.031 *	0.031 *
EBT	2	3200	706	706	710	710	0.223	0.223	0.225	0.225
EBR	0	0	6	6	10	10	-	-	-	-
WBL	1	1600	15	15	15	15	0.009	0.009	0.009	0.009
WBT	2	3200	759	759	761	761	0.237 *	0.237 *	0.238 *	0.238 *
WBR	1	1600	126	126	130	130	0.079	0.079	0.081	0.081
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.33	0.33	0.34	0.34
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHIICLE STORAGE FACILITY (#20055) REF: 03 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *SAVIERS ROAD*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	115	0	157	224	601	0	0	418	80
(B) PROJECT-ADDED:	0	0	0	0	0	4	0	0	0	0	4	0
(C) CUMULATIVE:	0	0	0	120	0	160	225	606	0	0	420	85

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
		L R	L T	TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	115	115	120	120	0.072	0.072	0.075	0.075
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	157	161	160	164	0.098 *	0.101 *	0.100 *	0.103 *
EBL	1	1600	224	224	225	225	0.140	0.140	0.141	0.141
EBT	1	1600	601	601	606	606	0.376 *	0.376 *	0.379 *	0.379 *
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	418	422	420	424	0.131	0.132	0.131	0.133
WBR	1	1600	80	80	85	85	0.050	0.050	0.053	0.053
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.47	0.48	0.48	0.48
SCENARIO LEVEL OF SERVICE:							A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 03 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *SAVIERS ROAD*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	0	0	0	55	0	183	193	580	0	0	805	203
(B) PROJECT-ADDED:	0	0	0	0	0	0	4	4	0	0	0	0
(C) CUMULATIVE:	0	0	0	60	0	185	195	585	0	0	811	205

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND L R	EAST BOUND L T	WEST BOUND TT R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	0	0	0	0	0	0	-	-	-	-
NBT	0	0	0	0	0	0	-	-	-	-
NBR	0	0	0	0	0	0	-	-	-	-
SBL	1	1600	55	55	60	60	0.034	0.034	0.038	0.038
SBT	0	0	0	0	0	0	-	-	-	-
SBR	1	1600	183	183	185	185	0.114 *	0.114 *	0.116 *	0.116 *
EBL	1	1600	193	197	195	199	0.121 *	0.123 *	0.122 *	0.124 *
EBT	1	1600	580	584	585	589	0.363	0.365	0.366	0.368
EBR	0	0	0	0	0	0	-	-	-	-
WBL	0	0	0	0	0	0	-	-	-	-
WBT	2	3200	805	805	811	811	0.252 *	0.252 *	0.253 *	0.253 *
WBR	1	1600	203	203	205	205	0.127	0.127	0.128	0.128
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.49	0.49	0.49	0.49
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHICLE STORAGE FACILITY (#20055) REF: 04 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *ARCTURUS AVENUE*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	14	4	7	71	36	7	10	897	112	55	360	10
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	4	0
(C) CUMULATIVE:	15	5	10	75	40	10	10	901	115	55	360	10

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L T TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	14	14	15	15	0.009	0.009	0.009	0.009
NBT	1	1600	4	4	5	5	0.007 *	0.007 *	0.009 *	0.009 *
NBR	0	0	7	7	10	10	-	-	-	-
SBL	1	1600	71	71	75	75	0.044 *	0.044 *	0.047 *	0.047 *
SBT	1	1600	36	36	40	40	0.027	0.027	0.031	0.031
SBR	0	0	7	7	10	10	-	-	-	-
EBL	1	1600	10	10	10	10	0.006	0.006	0.006	0.006
EBT	2	3200	897	897	901	901	0.315 *	0.315 *	0.318 *	0.318 *
EBR	0	0	112	112	115	115	-	-	-	-
WBL	1	1600	55	55	55	55	0.034 *	0.034 *	0.034 *	0.034 *
WBT	1	1600	360	364	360	364	0.225	0.228	0.225	0.228
WBR	1	1600	10	10	10	10	0.006	0.006	0.006	0.006
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.40	0.40	0.41	0.41
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHILCE STORAGE FACILITY (#20055) REF: 04 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *ARCTURUS AVENUE*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	113	49	53	45	10	28	23	586	18	18	802	144
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	4	0	0	0	0
(C) CUMULATIVE:	115	50	55	50	15	30	25	590	20	20	806	150

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L T TR	L T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	113	113	115	115	0.071 *	0.071 *	0.072 *	0.072 *		
NBT	1	1600	49	49	50	50	0.064	0.064	0.066	0.066		
NBR	0	0	53	53	55	55	-	-	-	-		
SBL	1	1600	45	45	50	50	0.028	0.028	0.031	0.031		
SBT	1	1600	10	10	15	15	0.024 *	0.024 *	0.028 *	0.028 *		
SBR	0	0	28	28	30	30	-	-	-	-		
EBL	1	1600	23	23	25	25	0.014 *	0.014 *	0.016 *	0.016 *		
EBT	2	3200	586	590	590	594	0.189	0.190	0.191	0.192		
EBR	0	0	18	18	20	20	-	-	-	-		
WBL	1	1600	18	18	20	20	0.011	0.011	0.013	0.013		
WBT	1	1600	802	802	806	806	0.501 *	0.501 *	0.504 *	0.504 *		
WBR	1	1600	144	144	150	150	0.090	0.090	0.094	0.094		
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.61	0.61	0.62	0.62		
		SCENARIO LEVEL OF SERVICE:					B	B	B	B		

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHCILOE STORAGE FACILITY (#20055) REF: 05 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *EDISON DRIVE*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	13	41	10	1	10	2	4	883	52	45	401	15
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	4	0
(C) CUMULATIVE:	15	45	10	5	10	5	5	911	55	50	415	15

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L TT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	13	13	15	15	0.008	0.008	0.009	0.009
NBT	1	1600	41	41	45	45	0.032 *	0.032 *	0.034 *	0.034 *
NBR	0	0	10	10	10	10	-	-	-	-
SBL	1	1600	1	1	5	5	0.001 *	0.001 *	0.003 *	0.003 *
SBT	1	1600	10	10	10	10	0.008	0.008	0.009	0.009
SBR	0	0	2	2	5	5	-	-	-	-
EBL	1	1600	4	4	5	5	0.003	0.003	0.003	0.003
EBT	2	3200	883	883	911	911	0.276 *	0.276 *	0.285 *	0.285 *
EBR	1	1600	52	52	55	55	0.033	0.033	0.034	0.034
WBL	1	1600	45	45	50	50	0.028 *	0.028 *	0.031 *	0.031 *
WBT	1	1600	401	405	415	419	0.260	0.263	0.269	0.271
WBR	0	0	15	15	15	15	-	-	-	-
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.34	0.34	0.35	0.35
		SCENARIO LEVEL OF SERVICE:					A	A	A	A

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHILCE STORAGE FACILITY (#20055) REF: 05 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *EDISON DRIVE*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	NORTH BOUND T	NORTH BOUND R	SOUTH BOUND L	SOUTH BOUND T	SOUTH BOUND R	EAST BOUND L	EAST BOUND T	EAST BOUND R	WEST BOUND L	WEST BOUND T	WEST BOUND R
(A) EXISTING:	48	14	43	6	38	11	12	641	36	10	931	8
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	4	0	0	0	0
(C) CUMULATIVE:	50	15	45	10	40	15	15	645	40	15	936	10

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND	SOUTH BOUND	EAST BOUND	WEST BOUND
	L TR	L TR	L TT R	L TR

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVEMENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	48	48	50	50	0.030 *	0.030 *	0.031 *	0.031 *
NBT	1	1600	14	14	15	15	0.036	0.036	0.038	0.038
NBR	0	0	43	43	45	45	-	-	-	-
SBL	1	1600	6	6	10	10	0.004	0.004	0.006	0.006
SBT	1	1600	38	38	40	40	0.031 *	0.031 *	0.034 *	0.034 *
SBR	0	0	11	11	15	15	-	-	-	-
EBL	1	1600	12	12	15	15	0.008 *	0.008 *	0.009 *	0.009 *
EBT	2	3200	641	645	645	649	0.200	0.202	0.202	0.203
EBR	1	1600	36	36	40	40	0.023	0.023	0.025	0.025
WBL	1	1600	10	10	15	15	0.006	0.006	0.009	0.009
WBT	1	1600	931	931	936	936	0.587 *	0.587 *	0.591 *	0.591 *
WBR	0	0	8	8	10	10	-	-	-	-
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.66	0.66	0.67	0.67
		SCENARIO LEVEL OF SERVICE:					B	B	B	B

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHCILOE STORAGE FACILITY (#20055) REF: 06 AM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *A.M. PEAK HOUR*

N/S STREET: *VENTURA ROAD*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	8	155	59	345	60	98	68	93	8	16	104	348
(B) PROJECT-ADDED:	0	0	0	35	0	0	0	0	0	0	0	2
(C) CUMULATIVE:	10	160	60	351	60	100	70	95	10	20	105	350

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND LL T TR	EAST BOUND L T TR	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4		
NBL	1	1600	8	8	10	10	0.005	0.005	0.006	0.006		
NBT	1	1600	155	155	160	160	0.097 *	0.097 *	0.100 *	0.100 *		
NBR	1	1600	59	59	60	60	0.037	0.037	0.038	0.038		
SBL	2	3200	345	380	351	386	0.108 *	0.119 *	0.110 *	0.121 *		
SBT	2	3200	60	60	60	60	0.049	0.049	0.050	0.050		
SBR	0	0	98	98	100	100	-	-	-	-		
EBL	1	1600	68	68	70	70	0.043 *	0.043 *	0.044 *	0.044 *		
EBT	2	3200	93	93	95	95	0.032	0.032	0.033	0.033		
EBR	0	0	8	8	10	10	-	-	-	-		
WBL	1	1600	16	16	20	20	0.010	0.010	0.013	0.013		
WBT	1	1600	104	104	105	105	0.065 *	0.065 *	0.066 *	0.066 *		
WBR	1	1600	348	350	350	352	0.218	0.219	0.219	0.220		
		TOTAL INTERSECTION CAPACITY UTILIZATION:					0.31	0.32	0.32	0.33		
		SCENARIO LEVEL OF SERVICE:					A	A	A	A		

NOTES:

Printed: 05/03/21

PORT HUENEME OUTDOOR VEHCILOE STORAGE FACILITY (#20055) REF: 06 PM

INTERSECTION CAPACITY UTILIZATION WORKSHEET

COUNT DATE: *03/08/2018*

TIME PERIOD: *P.M. PEAK HOUR*

N/S STREET: *VENTURA ROAD*

E/W STREET: *HUENEME ROAD*

CONTROL TYPE: *SIGNAL*

TRAFFIC VOLUME SUMMARY

VOLUMES	NORTH BOUND L	T	R	SOUTH BOUND L	T	R	EAST BOUND L	T	R	WEST BOUND L	T	R
(A) EXISTING:	17	114	33	409	159	84	133	94	22	57	110	435
(B) PROJECT-ADDED:	0	0	0	0	0	0	0	0	0	0	0	2
(C) CUMULATIVE:	20	115	35	410	160	85	135	95	25	60	110	441

GEOMETRICS

LANE GEOMETRICS	NORTH BOUND L T R	SOUTH BOUND LL T TR	EAST BOUND L T TR	WEST BOUND L T R

TRAFFIC SCENARIOS

SCENARIO 1 = EXISTING VOLUMES (A)
SCENARIO 2 = EXISTING + PROJECT VOLUMES (A+B)
SCENARIO 3 = CUMULATIVE (C)
SCENARIO 4 = CUMULATIVE + PROJECT VOLUMES (B+C)

LEVEL OF SERVICE CALCULATIONS

MOVE-MENTS	# OF LANES	CAPACITY	SCENARIO VOLUMES 1	2	3	4	SCENARIO V/C RATIOS 1	2	3	4
NBL	1	1600	17	17	20	20	0.011	0.011	0.013	0.013
NBT	1	1600	114	114	115	115	0.071 *	0.071 *	0.072 *	0.072 *
NBR	1	1600	33	33	35	35	0.021	0.021	0.022	0.022
SBL	2	3200	409	409	410	410	0.128 *	0.128 *	0.128 *	0.128 *
SBT	2	3200	159	159	160	160	0.076	0.076	0.077	0.077
SBR	0	0	84	84	85	85	-	-	-	-
EBL	1	1600	133	133	135	135	0.083 *	0.083 *	0.084 *	0.084 *
EBT	2	3200	94	94	95	95	0.036	0.036	0.038	0.038
EBR	0	0	22	22	25	25	-	-	-	-
WBL	1	1600	57	57	60	60	0.036	0.036	0.038	0.038
WBT	1	1600	110	110	110	110	0.069 *	0.069 *	0.069 *	0.069 *
WBR	1	1600	435	437	441	443	0.272	0.273	0.276	0.277
TOTAL INTERSECTION CAPACITY UTILIZATION:							0.35	0.35	0.35	0.35
SCENARIO LEVEL OF SERVICE:							A	A	A	A

NOTES:

Printed: 05/03/21

NOP PORT OF HUENEME-TEMPORARY VEHICLE STORAGE FACILITY

NOTICE OF PREPARATION

To: Interested Agencies and Organizations
(Refer to Attached Distribution List)

Subject: Notice of Preparation of a Draft Environmental Impact Report

Lead Agency:

Agency Name: City of Oxnard
214 South C Street
City/State/Zip: Oxnard, California 93030
Contact: Mr. Jay Dobrowalski
Phone: 805.385.3948

Consulting Firm:

Firm Name: RRM Design Group
Street Address: 32332 Camino Capistrano, Suite 205
City/State/Zip: San Juan Capistrano, CA 92675
Contact: Diane Bathgate, AICP, CNU-A
Phone: 949.361.7950

The **CITY OF OXNARD** will be the Lead Agency and will prepare an Environmental Impact Report for the project identified below. A Mitigated Negative Declaration (MND) was previously prepared for this same project and circulated with a 30-day public review period that concluded on January 14, 2019. The City of Oxnard received over 200 comment letters on the MND from agencies, organizations, and interested parties, and in response to the areas of controversy identified in those letters, the City has elected to prepare an EIR.

We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and the potential environmental effects are contained in the attached Project Information Packet. A copy of the Initial Study Checklist is not attached. The NOP and Project Information Packet are also available on the City of Oxnard Environmental Documents website:
https://www.oxnard.org/city-department/community-development/planning/environmental-documents/

Due to the time limits mandated by State law, your response must be sent at the earliest possible date but ***not later than 30 days*** after receipt of this notice (***comment period June 25, 2020 to July 24, 2020***). All comments should be provided in writing and received before 5:00 p.m. on the last day of the review period. Inquiries should be directed to Jay Dobrowalski, Senior Planner, at (805) 385- 3948 or jay.dobrowalski@oxnard.org and written comments may be mailed or faxed (805) 385-7417 to the City of Oxnard, Planning Division, 214 South C Street, Oxnard, CA 93030.

Please send your response to **Jay Dobrowalski, Senior Planner** at the address shown above. Please provide the name for a contact person in your agency.

Project Title: Port Hueneme – Temporary Outdoor Vehicle Storage Facility

Project Location: City of Oxnard (City (nearest)) Ventura (County)

Project Description: (brief)

A request for a Special Use Permit to allow for temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. Upon expiration of the permit, the office trailer, portable restroom, perimeter lighting and gravel surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site.

Date: June 25, 2020

Signature:

Jay Dobrowalski
Title: Senior Planner

Telephone: 805.385.3948

PROJECT INFORMATION PACKET

I. INTRODUCTION

Pursuant to CEQA Guidelines Section 15082, the City of Oxnard has distributed this Notice of Preparation/Project Information Packet for the Port Hueneme – Temporary Outdoor Vehicle Storage Facility Project (proposed project).

The sections that follow include the project's location, a description of the proposed project, and list the environmental factors to be evaluated in an Environmental Impact Report (EIR), which will be prepared in accordance with CEQA Guidelines Section 15168.

II. PROJECT LOCATION

REGIONAL SETTING

City of Oxnard

The City of Oxnard is located on the central coast of Ventura County, California. 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. Regional access to the City is provided by the following highways: United States (US) 101 and State Route (SR) 1.

Port of Hueneme

Ventura County has an important center for freight activity that impacts the Cities of Oxnard and Port Hueneme. The City of Oxnard borders the Port of Hueneme (Port) to the west, north, and east.

The Port of Hueneme is served by both local roads and a railroad that connects to the Union Pacific Railroad Coast Main Line. The Port of Hueneme currently has two primary access routes from US 101 to the Port including Rice Avenue/Hueneme Road and Victoria Avenue.

LOCAL SETTING

Project Site: The project site is located at the southeast Corner of Hueneme Road and Perkins Road in the City of Oxnard. The site is currently vacant and undeveloped.

Surrounding Land Uses and Setting: The project site is surrounded by the following uses:

> **North:** Hueneme Road is located north of the project site. Further north of Hueneme Road are commercial and residential uses.
>
> **South:** The City of Oxnard Advanced Water Purification Facility (AWPF) is located immediately adjacent to the southwestern portion of the project site, and the Oxnard Industrial Drain borders the project site to the south. In addition, vacant and undeveloped land is south of the project site and 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.

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

III. PROJECT DESCRIPTION

Project Sponsor's Name and Address: Oxnard Harbor District, 333 Ponoma Street, Port Hueneme, California, 93044-0608

Assessor's Parcel Numbers: 231-0-092-105 and 231-0-092-245

General Plan Designation: Industrial Limited (I LT) and Park (PRK)

Zoning Designation: M-1-PD (Light Manufacturing Zone with Planned Development Additive Zone)

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 includes 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 (i.e., curb cuts, apron, etc.)

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

Upon expiration of the Special Use Permit, the vehicle parking area, the guard house, portable restroom, perimeter site lighting, and gravel surface would be removed. The 6-foot-high fencing, landscaping, and drainage and associated infrastructure improvements would remain on-site and be maintained by the property owner.

Site Access

Access to the 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

The project includes grading and levelling of the ground surface. 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. Depending on the amount of needed compaction, an estimated maximum of 5,500 cubic yards of soil import 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.

Grading and construction would occur on weekdays (Monday through Friday) during the daytime between the hours of 8:00 AM to 5:00 PM. Construction would not occur at night, on weekends, or on Federal holidays.

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 three feet wide and eighteen inches deep or 2) a trapezoidal grass-lined swale approximately two feet deep at the center and tapering up to the edges with a width of about eight feet.

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, which would remain upon expiration of the Special Use Permit.

Hours of Operation

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

Facility Staffing and Parking

The car storage facility would be staffed by fourteen 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 car storage facility between 7:30 and 8:00 AM and would leave the facility no later than 4:00 PM daily. 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 project site and would arrive via shuttle when vehicles need removing or via cars being driven to the site for storage.

Operational Scenarios

The temporary outdoor 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 temporary outdoor vehicle storage facility per day. Most days the temporary outdoor 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 location would be light duty vehicles, excluding trucks or diesel powered automobiles.

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 facility and would not require the use of transport trucks. The number of vehicles that can be started and moved to or from this facility would be limited by the available number of drivers, which is a maximum of ten at a time. It is planned that the movement of cars to and from the facility would follow that of similar storage areas that currently support Port customer automobile operations where groups of ten cars 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 and the ten vehicle drivers would each individually drive a vehicle to the facility. The shuttle van would follow the cars to the facility.

Currently many of these vehicles are transported to off Port storage locations, such as the Camarillo Airport or Tuffshed in Ventura, via diesel truck carrier as vehicle storage capacity on Naval Base Ventura County (NBVC) is impacted by military activity.

Vehicle Movement

Cars would be individually driven to the facility in groups of ten at a time. No car carrier trucks would be used to load or offload vehicles at the facility. The vehicle fleet mix traveling to and from the 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 temporary outdoor vehicle storage facility would involve two different actions: 1) cars arriving at the facility and 2) cars leaving the facility.

Cars Arriving at the Facility. Vehicles to be stored at the temporary outdoor vehicle storage facility would be driven from the vehicle processing area on the NBVC 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 facility via the access driveways on Perkins Road.

Cars Leaving the Facility. Vehicles stored at the temporary outdoor 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 at the Pleasant Valley gate and drive through to the NBVC vehicles processing area. When cars leave the Project site they would return to NBVC for processing, 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 which are imported through the Port and because this project 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 facility and the process would repeat until the vehicles (a maximum of 240 vehicles per day) have been moved from the Port to the temporary outdoor vehicle storage facility. The entire process of driving from the Port to the site 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 all on-site improvements prior to the expiration of the permit except the landscaping and fencing.

IV. POTENTIAL ENVIRONMENTAL EFFECTS

The EIR will review the following environmental factors:

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

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.

CITY OF
OXNARD
CALIFORNIA

APPENDIX K
Public Services and Utilities Correspondence

OXNARD POLICE DEPARTMENT

"Protecting Our Community with Exceptional Service"

ALEX ARNETT
COMMANDER
FIELD SERVICES BUREAU

TEL: (805) 385-7619
www.oxnardpd.org

251 SOUTH C STREET
OXNARD, CALIFORNIA 93030
alex.arnett@oxnardpd.org

Outdoor Vehicle Storage Facility Project
Environmental Impact Report

1. **Does your agency have an established target response time? What is the current actual response time to the project area?**
   Calls for service are prioritized based on emergency type along with various other factors. However, the police department's average response time for emergency calls is less than 5 minutes.

2. **Does your agency have an established target staffing level (i.e. personnel/population)?**
   The police department's staffing level ensures there are a sufficient number of police officers available to respond to emergency calls throughout the City.

3. **Are current staff levels and facilities adequate?**
   Our current staffing levels and facilities provide adequate services to the community.

4. **Please indicate any assessment fees required for new developments.**
   The Police Department defers to the Planning Department regarding all assessment fees for new developments.

5. **Do you anticipate any significant impacts associated with the proposed project on current service within the City, such as increasing service calls or the need for additional patrol cars? Please provide generation factors if it is determined that additional personnel or patrol cars are required.**
   We anticipate additional calls for service in the proposed area associated with the storage facility. However, with the addition of on-site security, perimeter lighting, and other appropriate security measures we believe those calls for service will be minimal. We do not foresee a significant increase in calls for service, nor do we anticipate a need for additional patrol vehicles or police equipment.

6. **Are there plans for facility expansion or new facilities? Please provide as much detail as possible**.
   There are no plans to expand our current facility or build a new facility.

7. **Do you anticipate that implementation of the proposed project would result in the need for physical additions to your agency (i.e., construction of new police/sheriff stations)?**
   We do not anticipate the need to hire additional police officers, purchase police equipment, or build a new police facility for this outdoor vehicle storage facility.

8. **Do you have any required or recommended mitigation measures for significant impacts?**
   Each day, the Oxnard Police Department receives a significant amount of alarm calls from businesses that are later determined to be false alarms. To mitigate this, I highly

recommended that the developer or manager of the outdoor storage facility work closely with their intended alarm company to ensure the alarm system works effectively. Alarm permits are required, which are $25. The fine amount for false alarms is $145.

9. **Please include any additional information you feel is pertinent to the Environmental Impact Report analysis for the proposed project.**
   No additional information to add at this time.

November 6, 2020

Via Certified Mail and email: scott.whitney@oxnardpd.org

Attn: Chief Scott Whitney
City of Oxnard Police Department
251 South "C" Street
Oxnard, CA 93030

Subject: **Port of Hueneme - Temporary Outdoor Vehicle Storage Facility Project Environmental Impact Report, Oxnard, Ca**

Dear Chief Scott Whitney,

RRM Design Group has been contracted by the City of Oxnard to prepare an Environmental Impact Report (EIR) for the Port of Hueneme Temporary Outdoor Vehicle Storage Facility Project. RRM Design Group is seeking a response from your agency, to be incorporated into the EIR, with regard to the services provided by your agency. The attached questionnaire identifies the relevant issues to be addressed in the EIR document.

Project Location
The project site is located at the southeast corner of Hueneme Road and Perkins Road in the City of Oxnard. The project site is currently vacant and undeveloped. Refer to Exhibit 1, Vicinity and Jurisdictional Boundary Map.

Summarized Project Description
The proposed project includes a request for a Special Use Permit to allow a temporary vehicle storage of new vehicles for a maximum of five years on two existing vacant lots that total approximately 33.7 acres. Proposed development includes a 240 square foot guard house, portable restroom, perimeter site lighting with 6-foot fencing for security purposes, landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage includes 4,944 vehicle spaces. The facility includes approximately 27.5 parkable acres to accommodate the proposed parking spaces, which equates to a ratio of 180 spaces per acre. Upon expiration of the Special Use Permit, the office trailer, portable restroom, perimeter lighting and gravel parking surface would be removed. The 6-foot fencing, landscaping, and drainage improvements would remain on-site. Refer to Exhibit 2, Site Plan.

Vehicular access to the 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.

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 operation would not occur. The auto storage facility would be staffed 24 hours a day, 7 days a week for security purposes. Minor grading activities are anticipated to scrap the top one to two inches of soil to create a level surface to install a gravel surface for on-site parking. An estimated maximum of 5,500 cubic yards of soil import may be required for leveling the parking area as well as for the stormwater detention area. Engineered drainage improvements would be installed on-site along a portion of the southern boundary, with two options for drainage improvements: 1) open concrete drain or 2) grass-lined swale. The drainage improvements would direct any surface water flow it intercepts toward the stormwater detention area in the southeastern corner of the site.

We would greatly appreciate your assistance and cooperation in providing the requested information to our attached questionnaire. Please provide your written response on agency letterhead by November 30, 2020. For your convenience, you may either mail or email your response to:

Bret Stinson
RRM Design Group
3765 S. Higuera Suite 102
San Luis Obispo, CA 93401
Email: bastinson@rrmdesign.com

If you have any questions or require additional information, please do not hesitate to contact me at (805) 543-1794 or via email. Again, thank you for your cooperation.

Sincerely,

Bret Stinson
Senior Planner

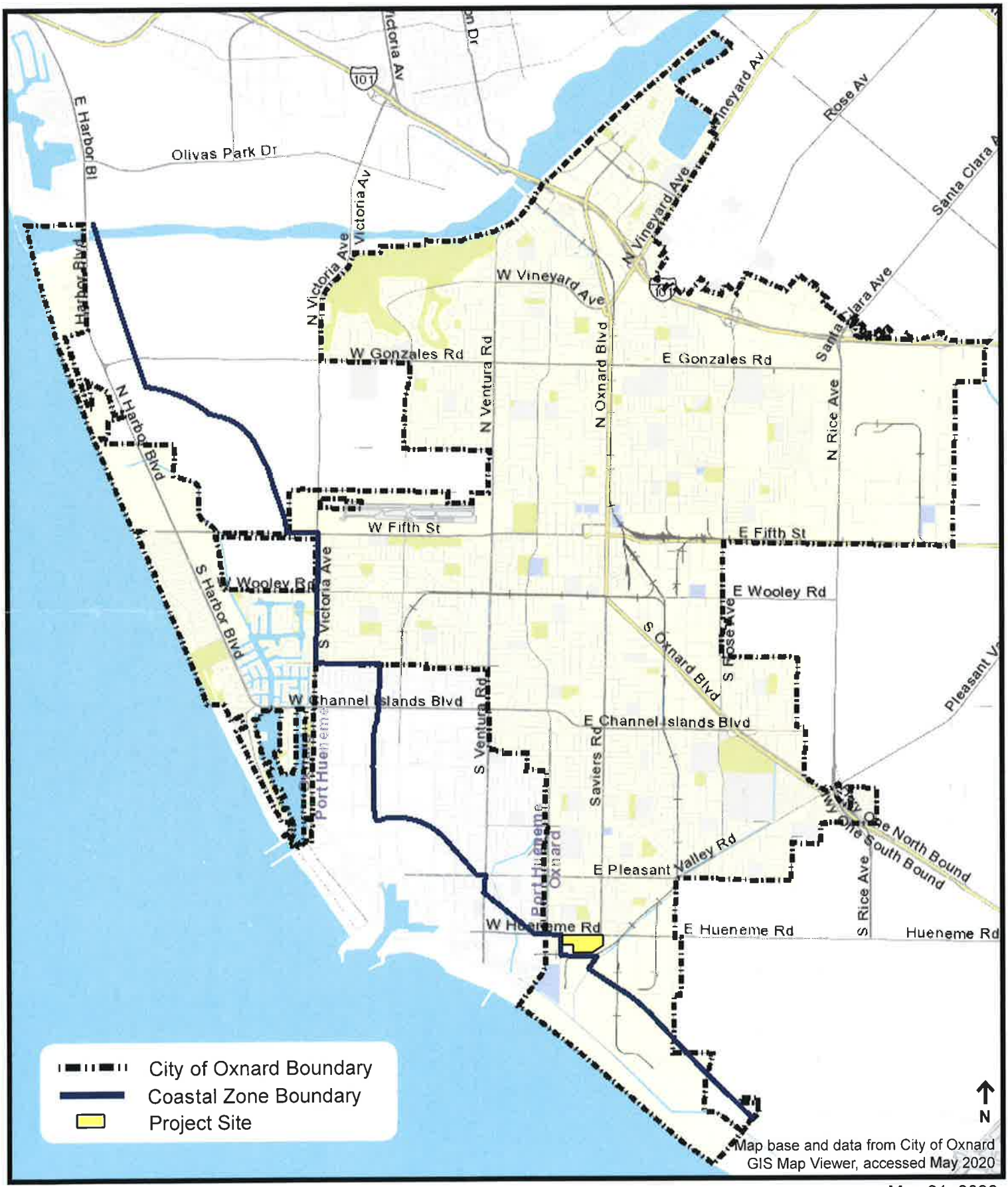
Attachments

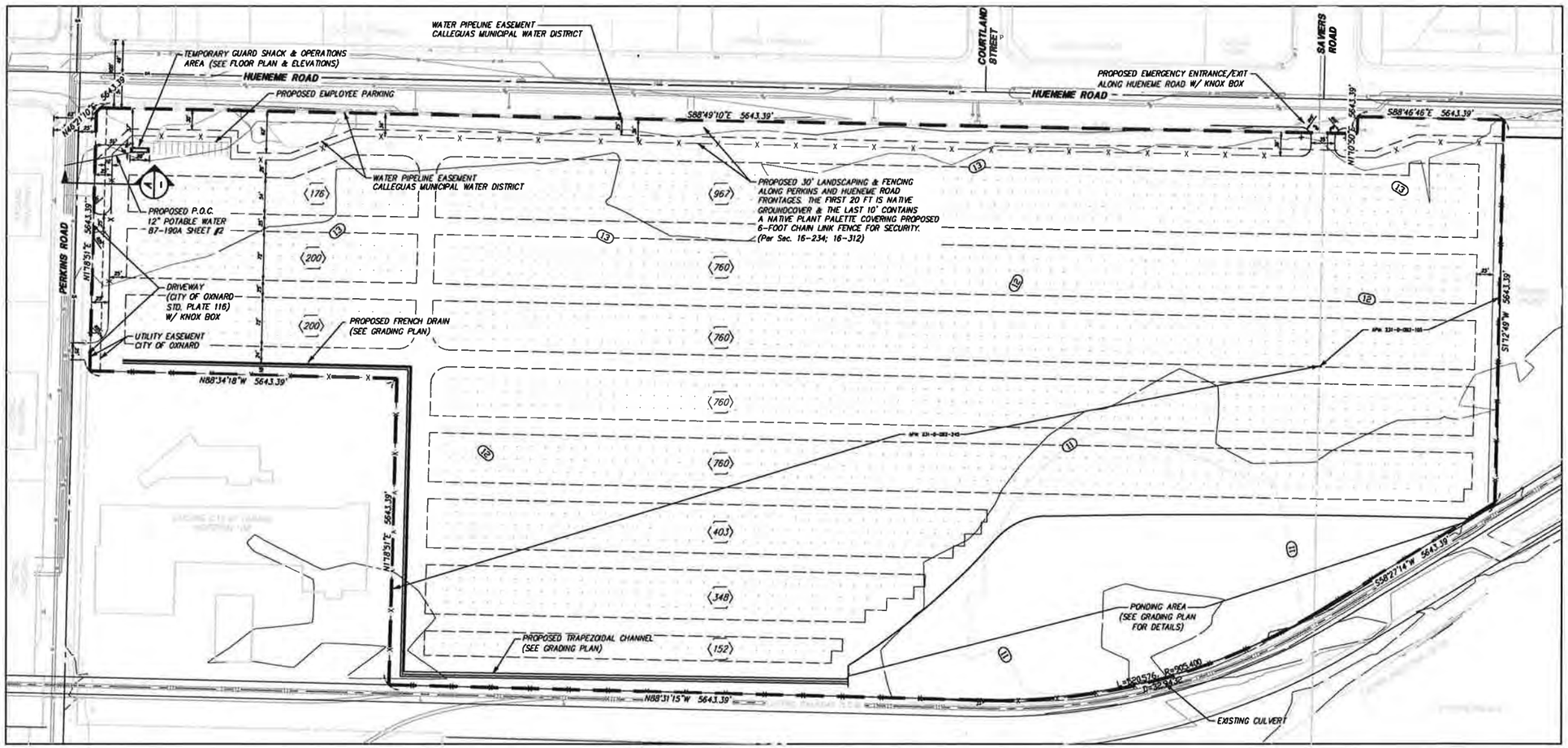
Exhibit 1 – Vicinity and Jurisdictional Boundary Map

Exhibit 2 – Site Plan

Questionnaire

Exhibit 1 - Vicinity and Jurisdictional Boundary Map





VICINITY MAP

NOT TO SCALE

LEGEND:

EXISTING

- PROPERTY BOUNDARY
- (10) CONTOUR LINE
- FIRE HYDRANT
- O/H E OVERHEAD ELEC.
- STREET LIGHT
- STREET SIGN
- x FENCE
- W WATER

PROPOSED

- SUP BOUNDARY
- (20) PARKING SPACES
- LIGHTS
- x FENCE

80' 40' 0' 80' 160'

GRAPHIC SCALE: 1"=80'

NOTE:

INFORMATION SHOWN HEREIN, SUCH AS ASSESSOR'S PARCEL LINES & NUMBERS ARE PROVIDED BY THE COUNTY OF VENTURA GEOGRAPHIC INFORMATION SYSTEMS AND IS NOT BASED ON A FIELD SURVEY. ADDITIONAL EASEMENTS OF RECORD NOT SHOWN ON THIS MAP MAY EXIST AS A TITLE REPORT WAS NOT PROVIDED FOR THIS PROJECT. THIS DATA IS FOR CONCEPTUAL AND VISUAL PURPOSES ONLY AND IS NOT TO BE USED FOR MAPPING AND/OR FINAL DESIGN.

PRELIMINARY LAND USE DATA

A. PROJECT LOCATION & PROPERTY INFORMATION

APN:	231-0-092-105;	231-0-092-245
LOT SIZE:	29.66 AC	4.04 AC
GENERAL PLAN:	ILT	PRK
ZONING:	M-1-PD	M-1-PD

B. EXISTING SURROUNDING LAND USES

	GENERAL PLAN	ZONING DESIGNATION
NORTH:	CG	C1 & C2
SOUTH:	ILT & RP	CDI
EAST:	ILT	CDI
WEST:	ICD	M-1-PD & M-2-PD

C. EXISTING AREAS

	SQUARE FEET	ACRES	PERCENTAGE
1. BUILDING COVERAGE:	0	0	0.0%
2. PAVED AREA:	0	0	0.0%
3. LANDSCAPE AREA:	23,005	0.53	1.57%
4. TOTAL LAND AREA:	1,467,875	33.7	

D. PROPOSED SPECIAL USE PERMIT BOUNDARY

AREA: 33.7 ACRES

E. PROPOSED PARKING SPOTS

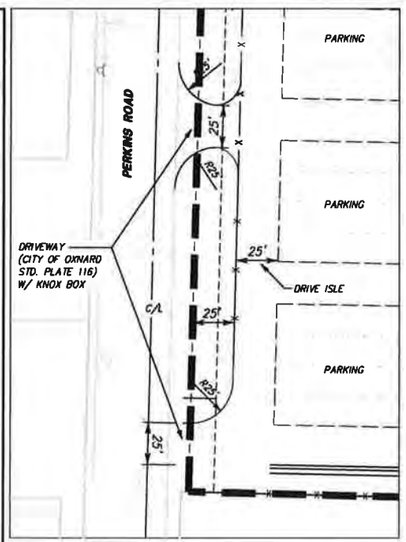
TOTAL PROPOSED PARKING SPOTS: 4,944 SPACES (180 SPACES/ACRE) (5,486 SPACES X 90% PARKING EFFICIENCY)

*ASSUMES:

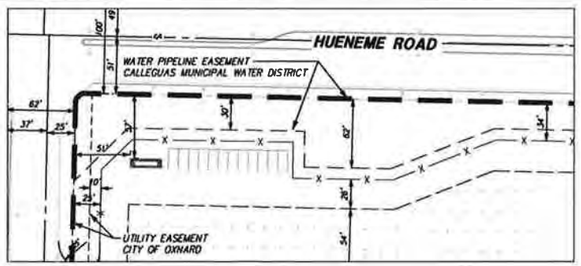
- EACH SPACE REQUIRES 8'X18'
- ALL DRIVE AISLES ARE MINIMUM 25' WIDE
- 199 SPACES PER ACRE
- USING 8'X18' SPACES, PARKING AVAILABLE IS 5,486 SPACES. THERE IS A 90% PARKING SPACE EFFICIENCY CALCULATION (THIS ALLOWS 160 SPACES/ACRE)
- USABLE PARKING AREAS IS 27.47 ACRES

F. PROPOSED STRUCTURES

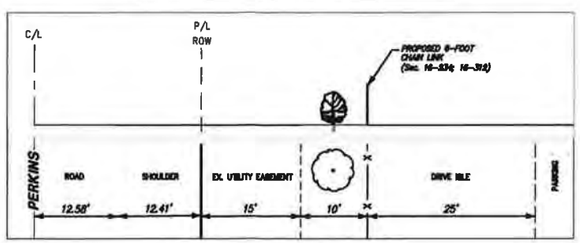
TEMPORARY GUARD SHACK TRAILER 240 S.F. 0.02% BUILDING COVERAGE



ENTRANCE/EXIT 1"=40'



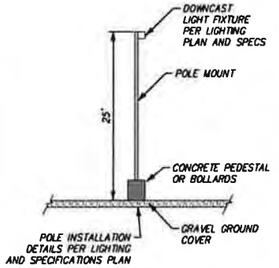
UTILITY EASEMENT PROTECTION 1"=60'



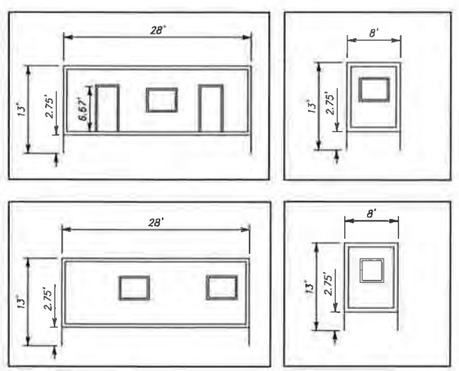
A - FENCE & LANDSCAPING SECTION 1"=10'

PROPOSED LIGHTING PLAN & FIXTURES:

- see Photometric Study and Specifications sheet



LIGHT DETAIL 1"=10'



TRAILER ELEVATIONS 1"=10'

JENSEN DESIGN & SURVEY, INC
www.jdsurvey.com
1672 DONLON STREET
VENTURA, CALIF. 93003
PHONE 805/654-0977
FAX 805/654-0979

SCALE: 1" = 80' | J.N.: HUE25815

DATE: 8/30/2018 | DWG. NAME: 5818 SUP.dwg

SPECIAL USE PERMIT
AUTO STORAGE AT PERKINS & HUENEME PORT OF HUENEME

Hueneme Rd & Perkins Rd
City of Oxnard

COUNTY OF VENTURA STATE OF CALIFORNIA

SHEET 1 OF 1

J:\HUE25815\Planning\SUP\5818 SUP.dwg Aug 30, 2018, 2:48pm kevalton

Exhibit 2 - Site Plan

CITY OF OXNARD POLICE DEPARTMENT QUESTIONNAIRE

PORT OF HUENEME - TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY PROJECT ENVIRONMENTAL IMPACT REPORT, OXNARD, CA

Please respond to the following questions either on agency letterhead to answer the questions below or answer the questions below and send with a cover letter on agency letterhead. Provide attachments, as necessary or appropriate. In your response, please provide as much information as possible, particularly with respect to the evaluation of potential impacts.

1. Does your agency have an established target response time? What is the current actual response time to the project area?

2. Does your agency have an established target staffing level (i.e. personnel/population)?

3. Are current staff levels and facilities adequate?

4. Please indicate any assessment fees required for new developments.

5. Do you anticipate any significant impacts associated with the proposed project on current service within the City, such as increasing service calls or the need for additional patrol cars? Please provide generation factors if it is determined that additional personnel or patrol cars are required.

6. Are there plans for facility expansion or new facilities. Please provide as much detail as possible.

7. Do you anticipate that implementation of the proposed project would result in the need for physical additions to your agency (i.e., construction of new police/sheriff stations)?

8. Do you have any required or recommended mitigation measures for significant impacts?

9. Please include any additional information you feel is pertinent to the Environmental Impact Report analysis for the proposed project.

OXNARD UNION HIGH SCHOOL DISTRICT
Building Powerful Futures for Every Student

309 South K Street • Oxnard, California 93030 • (805) 385-2500 • FAX (805) 483-3069

November 12, 2020

Bret Stinson
RRM Design Group
3765 S. Higuera, Suite 102
San Luis Obispo, CA 93401
Email: bastinson@rrmdesign.com

RE: OXNARD UNION HIGH SCHOOL DISTRICT QUESTIONNAIRE

PORT OF HUENEME - TEMPORARY OUTDOOR VEHICLE STORAGE FACILITY PROJECT ENVIRONMENTAL IMPACT REPORT, OXNARD, CA

Please respond to the following questions either on agency letterhead to answer the questions below or answer the questions below and send with a cover letter on agency letterhead. Provide attachments, as necessary or appropriate. In your response, please provide as much information as possible, particularly with respect to the evaluation of potential impacts. **(Responses in BOLD text below)**

1. What is the present boundary area of the District that would serve the project site?
   Boundary Map is at Website:
   https://www.oxnardunion.org/administrative-services/boundries-map/

   Coast Street to 1st Street (South to North)
   Victoria Avenue to Cypress Street (West to East)

2. What is the current enrollment and capacity of each school in the vicinity of the proposed project, and what is the distance of the school from the project site?
   Hueneme High School, 500 W. Bard Rd.
   Enrollment Est. 2,400 Students
   Distance of 1.3 Miles from Project Site

3. What are the current student generation rates used to project enrollments based on the proposed project?
   Combination of factors using:
   Cal Pads, Decision Insight Data, and Historic Trends

4. Does the District charge developer fees for residential and non-residential development? If yes, what are these fees? Do you have any required or recommended mitigation measures for significant impacts?

Yes, fees are posted on website and calculated per square foot:

https://www.oxnardunion.org/administrative-services/facilities/developer-fees/

5. Are there any plans for facility expansion or new facilities? Please provide as much detail as possible.

No, not for this identified service area.

6. Do you anticipate impacts to City facilities and/or infrastructure associated with implementation of the proposed project?

No

7. Do you anticipate any project-related impacts to your facilities? Specifically, will the proposed project impact service or require new / modified facilities? If so, please list/summarize additions or modifications.

No

8. Do you anticipate that project implementation would result in the need for physical additions to the District?

No

9. Please include any additional information you feel is pertinent to the Environmental Impact Report analysis for the proposed project.

No

PUBLIC WORKS DEPARTMENT
Environmental Resources Division

111 South Del Norte Boulevard
Oxnard, CA 93030
(805) 385-8060
Fax (805) 487-3860

CITY OF OXNARD CALIFORNIA

November 16, 2020

Bret Stinson
RRM Design Group
3765 S. Higuera Suite 102
San Luis Obispo, CA 93401

Mr. Stinson:

Below find responses to the Port of Hueneme – Temporary Outdoor Vehicle Storage Facility Project EIR questionnaire included with your letter dated November 6, 2020.

1. Materials collected as part of this project are transported to the Del Norte Regional Recycling Center and Transfer Station. It has a permitted daily capacity of 2,779 tons per day. Average daily intake is approximately 970 tons per day. Materials destined for landfill disposal are delivered to either the Simi Valley Landfill (Waste Management) in Simi Valley, California or the Toland Road Landfill (Ventura Regional Sanitation District). The current contractual arrangement calls for a specific amount of tons be delivered to each facility. However, the reality is that 50% of landfill material is delivered to Simi Valley and 50% is delivered to Toland Road (on average). Oxnard is currently in contract negotiations for a new multi-year landfill disposal contract, so these details will change in the coming months. However, adequate regional capacity exists for all materials to be landfilled for at least the next 15 years.

2. Estimated total solid waste is estimated at 0.7 cubic yards (144 gallons) maximum per week. This equates to one (1) 96-gallon curb cart for trash serviced once per week and one (1) 96-gallon curb cart for recycling serviced once every other week.

3. The Environmental Resources Division will supply collection service to this location. An account will need to be established with the Billing and Licensing Department to establish service and set up appropriate billing details.

4. The amount of material generated is anticipated to be quite small compared to the daily average collection and processing activities of the Environmental Resources Division. Therefore, there are no identified impacts as they relate to solid waste services.

5. Current collection fees are as follows:

    - Trash - $45.10 for one (1) container serviced once per week
    - Recycling - $22.18 for one (1) container serviced once every other week
    - There may be fees for establishing/changing service. These will need to be obtained from the Billing and Licensing Department.

    No other fees/mitigations are necessary for the provision of waste collection services for this project.

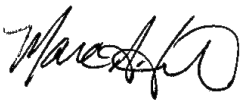
6. There will be no impacts that require physical additions to the Environmental Resources Division.

7. California is addressing climate change, in part, through the proper management of waste in the state. Proper management emphasizes diverting materials from landfill disposal to the maximum extent possible because landfills are significant contributors of greenhouse gas to the atmosphere.

   There are a number of laws that require commercial establishments to recycle/divert materials from landfill disposal. While this project does not trigger compliance with these laws, I would strongly encourage that it be proactive in managing any/all waste on site appropriately to set an example for minimizing impacts on the broader environment.

If you have any questions, or require additional information, please contact me at 805-200-2200 or via email at marc.hill@oxnard.org.

Sincerely,



Marc Hill
Recycling Manager

From: Raynor, Rachel C. <rcraynor@rrmdesign.com>
Sent: Monday, November 16, 2020 5:41 PM
To: Marc Hill
Cc: Stinson, Bret A.; Jill Santos
Subject: RE: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Thank you Marc for your follow-up. I had thought you meant like a graphic figure or table with a greater reference/compilation of statistics beyond what you provided. Appreciate your help.

Thanks!

RACHEL RAYNOR, AICP
Associate Planner
10. E. Figueroa Street, Suite 200
Santa Barbara, CA 93101
(805) 963-8283
Cell: (916) 296-0245

From: Marc Hill <marc.hill@oxnard.org>
Sent: Monday, November 16, 2020 2:49 PM
To: Raynor, Rachel C. <rcraynor@rrmdesign.com>
Cc: Stinson, Bret A. <BAStinson@rrmdesign.com>; Jill Santos <jill.santos@oxnard.org>
Subject: Re: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Rachel,

Total permitted daily throughput at the Del Norte Facility is 2,779 tons per day. The average intake is about 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).

For clarity, I provided these figures in my response dated October 26, 2020 at 9:30 AM. They were in the second paragraph of the message after I explained the use of the term “residential-style” when describing service.

Best.

Marc Hill
Recycling Manager
City of Oxnard | Environmental Resources Division
marc.hill@oxnard.org
(805) 200-2200

> On Nov 11, 2020, at 10:05 AM, Raynor, Rachel C. <rcraynor@rrmdesign.com> wrote:
>
> Hello Marc,
>
> You mentioned below figures for the Del Norte facility – if you could provide those, that would be most helpful.
>
> Thanks again for all the great info!

RACHEL RAYNOR, AICP
Associate Planner
10. E. Figueroa Street, Suite 200
Santa Barbara, CA 93101
(805) 963-8283
Cell: (916) 296-0245

From: Marc Hill <marc.hill@oxnard.org>
Sent: Wednesday, October 21, 2020 9:43 AM
To: Raynor, Rachel C. <rcraynor@rrmdesign.com>
Cc: Stinson, Bret A. <BAStinson@rrmdesign.com>; Jill Santos <jill.santos@oxnard.org>
Subject: Re: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Rachel,

Based on my review of the document you supplied, it would appear that the waste impact is going to be rather small. My read is that the majority of the staff are simply moving cars to and from the port/rail facilities and their base will be the actual port. The on-site security personnel (3) are the ones to which most waste would be attributed; and with the equivalent of a single person on site all day, I don't anticipate much in the way of waste generation. Does this meet with your understanding of the project? If so, I believe residential style service would be satisfactory. To that end, I would recommend that both a recycling and a trash container be supplied when the project is active. Current offerings for commercial curb carts are via 96-gallon containers. Trash is collected weekly and recycling is collected on a bi-weekly basis. To establish service, an account will need to be opened with the Oxnard Utility Billing department. At that time, the appropriate containers/service can be established.

Current rates for commercial curb cart service are (all charges are per month):

Recycling - $22.18 per container
Trash - $45.10 for 1 container; $78.92 for 2 containers; $101.49 for 3 containers; $124.07 for 4 containers; $146.64 for 5 containers; and $256.12 for 5 containers serviced twice per week.

These rates, along with all other residential and commercial rates, will soon be published on the Environmental Resources Division website. I am working on a substantial update of the site in an effort to provide more useful information to the public.

I noted that the project indicates that some landscaping will be done. I would imagine that the project will hire an outside firm for maintenance of this landscaping. It is important to note that it must be clearly state to any outside firm that this material must be delivered to an organic processing facility and not be placed in any trash containers (or contaminated such that it cannot be processed as organic material). The State of California has very strict laws governing organic waste management, so it is important that materials are handled appropriately at this site. If this work is to be completed "in-house", then I would recommend that a yard waste container be included in the suite of containers provided on site. The rate for a yard waste container is the same as the recycling container noted above, $22.18 per month per container.

To answer your question, I am the only one within the Environmental Resources Division to have reviewed this project to date (at least to my knowledge). Unless my evaluation of the project is incorrect, I do not foresee any issues with the division's ability to manage materials from this operation. If you would like me to reach out to actual operational staff, I can connect you with them for their input.

I have only been employed with the City of Oxnard for a year, so I am unfamiliar with the background report you mention. However, I can state with some confidence that it is unlikely that any new information has been

published regarding the facility. I can tell you that the Environmental Resources Division took over operation of the Del Norte facility in 2014. The division now provides full service collection and processing of waste materials from Oxnard and the surrounding region. While I don't have the official tons per day/tons per year figures in front of me, I do know that the facility is well below its daily and annual permit thresholds, so there is ample capacity to add more material (if you would like the official figures, please let me know). Recyclables are sorted and processed at Del Norte and baled materials are marketed to end users (most materials currently end up overseas). Organic materials are processed at the facility (including both yard waste and food waste) and sent to Agromin facilities for further processing and composting. Residual trash is delivered to the Ventura Regional Sanitation District Toland Road Landfill and the Waste Management Simi Valley landfill (about a 50/50 split of tonnage is delivered to each facility per the existing contractual agreement). Simi Valley recently underwent an expansion and has ample capacity for the next 15 years. I believe the Toland Road facility is currently seeking an expansion of its facility and permitted capacity, but I am not terribly familiar with the status of that effort. Oxnard is currently in contract negotiations for a new multi-year landfill disposal contract, so these details will change in the coming months.

I hope this information has been useful to you. If I can be of further service, please let me know.

Marc Hill
Recycling Manager
City of Oxnard | Environmental Resources Division
marc.hill@oxnard.org
(805) 200-2200

On Oct 20, 2020, at 5:17 PM, Raynor, Rachel C. <rcraynor@rrmdesign.com> wrote:

Marc,

Appreciate your prompt response! I've attached the project description for your review and consideration. I apologize with being vague regarding # 4 below - I had wondered if you might have information that is more updated than the City's 2006 Background Report with regards to the Del Norte Regional Recycling and Transfer Station. Our setting information in the EIR would benefit from more recent information on Del Norte operations and/or landfill capacity in the County. Additionally, has Del Norte reviewed the project and how they will might service the project site?

I'll follow up with any other clarifications, should we need them.

Thanks!

<image001.jpg>

RACHEL RAYNOR, AICP
Associate Planner
10. E. Figueroa Street, Suite 200
Santa Barbara, CA 93101
(805) 963-8283
Cell: (916) 296-0245

From: Marc Hill <marc.hill@oxnard.org>
Sent: Monday, October 19, 2020 10:26 AM
To: Raynor, Rachel C. <rcraynor@rrmdesign.com>
Cc: Stinson, Bret A. <BAStinson@rrmdesign.com>; Jill Santos <jill.santos@oxnard.org>
Subject: Re: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Rachel,

I've done my best to answer your questions below.

1. In general, yes, the solid waste generation would be based on the number of employees. I have devised a calculator that arrives at weekly generation rates based on number of employees and business use type (the data to calculate generation rates is based on a CalRecycle waste composition study). This tool, however, does not have a use type that coincides with a project like this. Can you give me a better idea of the actual activities these employees will be performing and the hours of operation? My initial take when this project was presented to me was that simply storing vehicles would generate very little waste, but I honestly don't know what this type of activity entails.
2. The method by which waste material will be collected depends upon the weekly generation rates. If more than two (2) cubic yards of waste is generated per week, it will likely be collected in commercial front-load containers; less than that amount will likely be collected in residential style curb-carts. Please note, that this project may be required to comply with state diversion laws (AB 341, AB 1826 and SB 1383) depending on the amount of waste generated.
3. Access requirements will depend on the collection method. If commercial front-load containers are employed, the containers must be accessible by collection vehicles, on level ground without overhead obstruction, and in an area that will not require multi-point turns or vehicle reversing exceeding . If residential-style curb carts are utilized, the containers must be moved to the street on the appropriate collection day(s) for servicing.
4. I'm unclear of what you are wanting here. Can you provide me with a bit more detail?

I'm attaching a copy of the design guidelines I recently developed for waste planning. The intent of the document is to properly design waste enclosures and plan for capacity. Obviously, this project will not be constructing a waste enclosure; however, I thought the generation information might be helpful so that you can see what I am currently utilizing to produce estimates.

Best.

Marc Hill
Recycling Manager
City of Oxnard | Environmental Resources Division
marc.hill@oxnard.org
(805) 200-2200

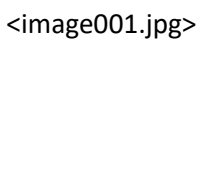
> On Oct 16, 2020, at 1:26 PM, Raynor, Rachel C. <rcraynor@rrmdesign.com> wrote:
>
> Hi Marc,
>
> As I outlined in the email with Jay, we are preparing the EIR for the Port Hueneme Temporary Outdoor Vehicle Storage project. The City's solid

waste information in the Background Report is a bit dated and we would like to better describe the current environmental setting and any operational impacts of the project.

1. The previous project MND stated that the project would be similar to a residence and would have residential trash service. Since this is an industrial project, would the solid waste generation be quantified by the number of employees? If so, what is that rate per employee? We know that the project would have up to 14 employees, with 12 max during operational hours. What would be your assumptions for the project – generation rates / category or level of trash service required, etc.?
2. How will on-site generated trash be collected?
3. Are there on-site access requirements necessary to meet for trash collection?
4. Provide information / resource materials of the Del Norte Regional Recycling and Transfer Station.

We appreciate your assistance. If you'd like I'd be happy to set up a call early next week to discuss these questions. Please reach out if you have any clarifications on the items posed above.

Thanks and have a great weekend!



From: Raynor, Rachel C. <rcraynor@rrmdesign.com>
Sent: Friday, October 16, 2020 11:12 AM
To: Dobrowalski, Jay <jay.dobrowalski@oxnard.org>; Marc Hill <marc.hill@oxnard.org>
Cc: Stinson, Bret A. <BAStinson@rrmdesign.com>; Raynor, Rachel C. <rcraynor@rrmdesign.com>
Subject: RE: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Great – thank you! Appreciate the prompt response!

Marc – I will be following up with a list of questions for you to review.

Thanks,

From: Dobrowalski, Jay <jay.dobrowalski@oxnard.org>
Sent: Thursday, October 15, 2020 5:40 PM

To: Raynor, Rachel C. <rcraynor@rrmdesign.com>; Marc Hill <marc.hill@oxnard.org>
Cc: Stinson, Bret A. <BAStinson@rrmdesign.com>
Subject: Re: Oxnard/Port Hueneme | Temporary Port Vehicle Storage

Hi Rachel,
For Environmental Resources questions, please contact Marc Hill, who I have copied to this email.
If you would like to discuss the project, do not hesitate to contact me.
Sincerely,

Jay Dobrowalski | Senior Planner
Phone: (805) 385-3948

COVID 19 NOTICE: In response to state and federal directives, **OUR COUNTER IS CLOSED TO THE PUBLIC UNTIL FURTHER NOTICE**.

Planning permit entitlement processing services will continue.

- General inquiries should be sent via email to Planning@oxnard.org.
- For new applications, aside from Cannabis related permits, email us atplanning@oxnard.org. Large projects can be shipped with prior authorization. Smaller projects may be submitted via email.
- For new Cannabis applications, call (805) 385-7863 for cannabis zoning clearance/verification and appointments. Otherwise, visithttps://www.oxnard.org/cannabis-regulations/ or email cannabisinfo@oxnard.org. The retail cannabis application window has been extended to 4:00 p.m. on May 22, 2020. Emailcannabisinfo@oxnard.org for questions. See: www.oxnard.org/cannabis for application specifications.".
- For existing applications, contact your assigned Case Planner by direct email.

Please check our website at www.Oxnard.org and City approved information on COVID19 for updates.

On Thu, Oct 15, 2020 at 10:55 AM Raynor, Rachel C. <rcraynor@rrmdesign.com> wrote:

> Hi Jay,
>
> We are working on the solid waste section of the EIR document for the Temporary Outdoor Vehicle Storage Facility in Oxnard, at Perkins Road and Hueneme Road. Is there a contact in the City's Environmental Resources Department that you could connect us with so we can better qualify the Project's solid waste generation, as well as trash collection.
>
> Please reach out with any questions.
>
> Thanks,
>
> <image001.jpg>
>
> **RACHEL RAYNOR, AICP**
> Associate Planner
> 10. E. Figueroa Street, Suite 200
> Santa Barbara, CA 93101
> (805) 963-8283
> **Cell:** (916) 296-0245