



2021-2029 Housing Element

Draft Initial Study-Mitigated Negative Declaration

No. 2021-01

prepared by

City of Oxnard

Community Development Department

300 West Third Street

Oxnard, California 93030

Contact: Kathleen Mallory, AICP, LEED GA, MA

Planning and Sustainability Manager

prepared with the assistance of

Rincon Consultants, Inc.

706 South Hill Street, Suite 1200

Los Angeles, California 90014

August 2021



RINCON CONSULTANTS, INC.

Environmental Scientists | Planners | Engineers
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Appendix A	VMT Memorandum
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Introduction and Project Description

1. Project Title

Adoption of the City of Oxnard 2021-2029 Housing Element of the 2030 General Plan (Planning and Zoning - PZ 20-620-03); related General Plan Land Use map designation and text changes (PZ 21-620-02 and PZ 21-620-03); zoning map designation changes (PZ 21-580-04); and Oxnard City Code (OCC) text amendments (PZ-21-580-03).

2. Lead Agency Name and Address

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

3. Contact Person and Phone Number

Kathleen Mallory, MA, AICP, LEED GA
(805) 386-8370
Planning and Sustainability Manager

4. Project Location

Oxnard is a coastal community in Ventura County that lies approximately 60 miles northwest of Los Angeles and 35 miles south of Santa Barbara (Figure 1). Oxnard's Mediterranean climate, fertile topsoil, adequate water supply, and long harvest season provide ideal growing conditions in the surrounding Oxnard plain, where agricultural production thrives as a regional industry. As of January 1, 2021, the city's population was 204,675 and it contained 56,334 housing units (California Department of Finance [DOF] 2021a). Oxnard is the largest city in Ventura County with approximately 24.5 percent of the total county population.

With the Pacific shoreline forming the city's entire western and southwestern boundaries, the city has coastal views of the Pacific Ocean and Channel Islands from beaches, the marina, and nearby properties. Inland areas include agricultural fields, residential and commercial development, and a cluster of high-rise office buildings near U.S. Highway 101 (US 101), also known as the Ventura Highway.

Figure 1 Regional Location



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★ Project Location

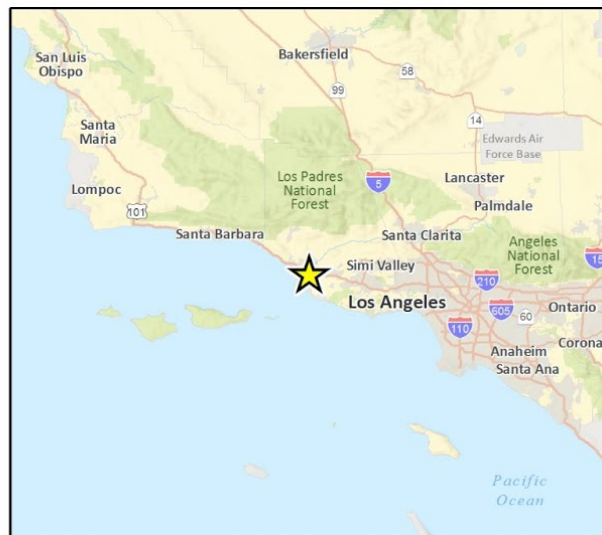


Fig. 1. Regional Location

5. Project Sponsor's Name and Address

City of Oxnard
Community Development Department/ Planning Division
214 South C Street
Oxnard, California 93030

6. Project Description

Introduction

The project consists of a comprehensive update to the 2013 Mid-Cycle Housing Element of the City of Oxnard 2030 General Plan.¹ The 2030 General Plan was last updated and adopted in October 2011. The 2030 General Plan Program Environmental Impact Report (2009 PEIR) was completed in 2009 and certified in 2011. Since then, addenda environmental evaluations were prepared for subsequent General Plan revisions. The 5th cycle (2013-2021) Housing Element was adopted in 2013 and revised and re-adopted in 2017 as the Mid-Cycle update. The 2030 General Plan and PEIR are available for download on the City of Oxnard Community Development department website.²

State law requires that housing elements shall be updated every eight years (California Government Code Sections 65580 to 65589.8). The 2021-2029 Housing Element identifies sites adequate to accommodate a variety of housing types for all income levels and needs of special population groups defined under state law (California Government Code Section 65583). It also analyzes governmental constraints to housing maintenance, improvement, and development, addresses conservation and improvement of the condition of existing affordable housing stock, and outlines policies that promote housing opportunities for all persons. As stated above, in 2017 a mid-cycle update to the 2013 Housing Element was completed. The current project entirely replaces the 2013-2021 Mid-Cycle Housing Element and addresses the planning period that spans October 15, 2021 through October 15, 2029.

The 2021-2029 Housing Element will comply with State legislation passed since the adoption of the 2030 General Plan and the 2013-2021 Mid-Cycle Housing Element. There are multiple main components of the 2021-2029 Housing Element that mirror those of the 4th cycle (2006) and 5th cycle (2013 and 2017) housing elements. The 2021-2029 Housing Element update³ will reflect current conditions and include the following:

- An introduction and overview of the 2021-2029 Housing Element preparation process and legal requirements
- A review of the 2013-2021 Mid-Cycle Housing Element implementation progress and an indication of which implementation programs will be continued, modified, or removed in the 2021-2029 Housing Element

¹ "Mid-Cycle" indicates that an update was prepared between the State-required 5th and 6th cycle housing element updates. The City was under the "mid cycle" review schedule due to not receiving certification from the State of California, Department of Housing and Community Development (HCD) within prescribed timeframes.

² <https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/>

³ <https://www.oxnard.org/housing-element-update/>

- A discussion of the city’s demographic and economic characteristics, along with growth projections for southern California, generally, housing growth forecasts compared to recent population and housing growth, and current housing stock in the city
- An assessment of populations with special housing needs as defined by State Law and of local concern
- An evaluation of the 2021-2029 Regional Housing Needs Assessment (RHNA) allocation for the city, steps toward achieving the goals and remaining need by income category
- An analysis of market, regulatory, and environmental constraints on housing production, cost, and maintenance
- An analysis of available sites for residential development and plans to accommodate the 2021-2029, 6th cycle RHNA allocation
- A list of housing goals, policies, and implementation programs to facilitate the current (6th cycle) 2021-2029 Housing Element
- An identification of the city-owned, surplus vacant and underutilized sites determined to be suitable for housing pursuant to AB 1486

Project Background and History

The City prepared the 2021-2029 Housing Element using data from the United States (U.S.) Census Bureau (American Communities Survey) and information from the DOF on population and growth. Community outreach included a stakeholder survey and stakeholder meetings in mid-2020 to inform the Analysis of Impediments to fair housing in the city.

As part of the 6th cycle Housing Element update, cities are required to identify housing sites that provide the development capacity to accommodate build out of the City’s RHNA allocation at all income levels. Oxnard is faced with limited opportunities to provide affordable housing due to historic land use patterns, high land and housing costs, and scarcity of vacant land. To accommodate the City’s RHNA need for all income levels, future housing development would occur through a variety of methods, as described above and as detailed in the Housing Goals and Policies Chapter (Chapter G) of the 2021-2029 Housing Element. This will include development on vacant parcels, infill development in existing residential and commercial areas, development of accessory dwelling units (ADU), and development on City-owned parcels such as those in Downtown Oxnard, discussed in Section B of the 2021-2029 Housing Element. Housing elements are also required to consider ways to promote access to housing that is attainable for residents at all income levels, beyond focusing solely on opportunities for production of new units.

The 2021-2029 Housing Element establishes objectives, policies, and programs to help the City meet State-mandated goals. The City’s implementation of these policies and programs includes a future technical update to the 2030 General Plan Land Use Map and Zoning Map to reflect (1) the removal of the overlay All Affordable Housing Opportunity Program (AAHOP) and associated Affordable Housing (AH) zoning overlay and the application of a new Affordable Housing Permitted (AHP) zoning designation to select sites in the affordable housing inventory; and (2) the rezoning of other sites currently zoned Limited Industrial (ML), Commercial (C-1 and C-2), and Business Research Park (BRP) with the application of an Affordable Housing Discretionary (AHD) zoning overlay to allow for mixed-use development with affordable housing. Pursuant to Government Code Section 65583(c)(1), the rezoning of sites will be accomplished within three years of the City of Oxnard’s adoption of the 2021-2029 Housing Element, although the City plans to rezone all lower income sites as described in

Programs 30 and 31 of the 2021-2029 Housing Element by October 15, 2021. As required by Government Code Section 65583(c)(8), the 2021-2029 Housing Element provides a timeline for processing each of the amendments to the 2030 General Plan, Chapter 16 of the Oxnard City Code (Zoning Ordinance), and other land use documents that implement the 2021-2029 Housing Element.

Oxnard had 56,240 housing units as of January 1, 2020. Among these units, 65 percent were single-family homes, including 55 percent single-family detached units and 10 percent single-family attached units (e.g., condominiums) (City of Oxnard 2021a). Multi-family units (e.g., duplexes, triplexes, and apartments) made up 31 percent of total housing units, and five percent were mobile homes or other (including ADUs).

Regional Housing Needs Allocation

The RHNA allocation reflects the California Department of Housing and Community Development (HCD) determination of the projected current and future housing needs in the Southern California Association of Governments (SCAG) region, broken down by income level. SCAG was tasked with allocating the State-determined total regional housing need (1,341,827 units) among the 192 SCAG jurisdictions in five southern California counties, including Ventura County. SCAG determined that Oxnard needed to accommodate 8,549 units citywide. Table A shows the RHNA allocations for income groups in Oxnard during the 2021 to 2029 planning period, which represents an increase of 1,248 units since the 5th cycle RHNA allocation.

Table A. 2021-2029 Regional Housing Needs Allocation for Oxnard and Ventura County

Income Group	Oxnard Unit Needs	Percentage City Units	Ventura County Regional Unit Needs	Percentage Regional Units
Very Low Income (≤50% AMI)	1,840	22%	5,774	24%
Low Income (50-80% AMI)	1,071	13%	3,810	16%
Moderate Income (>80-120% AMI)	1,538	18%	4,525	19%
Above-Moderate Income (>120% AMI)	4,100	48%	10,343	42%
Totals*	8,549	100%	24,452	100%

*Percentages do not add up exactly due to rounding.

AMI = area median income

Source: SCAG 2020

The City of Oxnard’s Plan to Meet the RHNA Allocation

The 2021-2029 Housing Element integrates and updates supporting socioeconomic, demographic, and household data to support the manner in which the City has decided to accommodate its 6th cycle RHNA allocation of 8,549 units. To assess options to meet the 2021-2029 RHNA allocations, the City compiled an inventory of candidate housing sites. This inventory includes properties throughout the community to minimize the potential for adverse changes in neighborhood character and aesthetics and reduce the potential for adverse environmental impacts. The intent of the 2021-2029 Housing Element is to reduce impacts by situating housing near public transportation and recreation opportunities and away from environmentally sensitive resources. To address the RHNA allocation, the City will rely on the following development opportunities:

- Accessory dwelling units (ADU) totalling up to 1,000 units
- Significant housing opportunities in the Downtown Core and Downtown General zoning areas
- Rio Urbana and Teal Club Specific Plan annexations, buildout of The Village (Wagon Wheel) Specific Plan, and amendments to the Riverpark and Northeast Community Specific Plans
- Vacant and under-utilized residential and commercial zoned sites with a current AH zoning overlay designation (a.k.a. former AAHOP sites) that would be rezoned with an Affordable Housing Permitted (AHP) overlay to allow ministerial approval for development at the default density of 30 dwelling units per acre for projects that provide 20% affordable housing, in compliance with AB 2162
- Vacant and under-utilized commercial, Business Research Park (BRP), and Limited Manufacturing (ML) zoned sites that would be rezoned with a residentially compatible zone, as applicable, and an Affordable Housing Discretionary (AHD) overlay to allow residential development at the default density of 30 dwelling units per acre with a discretionary permit.

Table B lists the number of parcels zoned to allow residential development or proposed to be rezoned and/or granted a change in General Plan land use designation that would allow residential development of 30 units per acre. Program 3 in Chapter G of the 2021-2029 Housing Element discusses rezoning sites to facilitate development of the City’s lower income RHNA allocation. Program 30 also requires all vacant sites on the inventory that have been included in two prior Housing Elements to be zoned to allow projects with at least 20 percent affordable units to be developed “by right,” without discretionary review. With these changes, the vacant sites would accommodate 743 lower income units, 143 moderate income units, and 570 above moderate income units.

Table B. 2021-2029 RHNA Allocation Projections by Development Opportunity

Income Group	Total RHNA Allocation	ADUs	Vacant Sites	Non-vacant sites	Annexation Areas	Total Units Addressed
Extremely, Very Low, & Low Income	2,911*	1,000	743	1,984	165	3,892 (981 over required)**
Moderate Income	1,538	0	143	1,208	285	1,636 (98 over required)

Income Group	Total RHNA Allocation	ADUs	Vacant Sites	Non-vacant sites	Annexation Areas	Total Units Addressed
Above Moderate Income	4,100	0	570	2,835	707	4,112 (12 over required)
Totals	8,549	1,000	1,456	6027	1,157	9,640 (993 over required)**

*Extremely low and very low requirement (1,840 units) plus low income requirement (1,071 units).

**To comply with California’s ‘No Net Loss’ law (SB 166), HCD recommends identifying a 15 percent “buffer” to accommodate lower income RHNA in the event some sites are not developed with affordable units during the 8-year cycle.

ADU = accessory dwelling unit

Source: City of Oxnard 2021a

Accessory Dwelling Units

One ADU of up to 1,200 square feet and one Junior ADU of up to 500 square feet are allowed ministerially on any parcel with an existing or proposed single-family housing unit, and within existing multi-family structures under certain conditions (OCC Section 16-465 et seq.). The City updated its ADU requirement in 2019, which became effective in 2020. Consistent with State law, the 2020 code update simplified the ADU permitting process, revised development standards, and waived ADU parking requirements under many circumstances. The updated program has proven to be very popular: in 2020, 123 ADUs were entitled, compared to an annual average of 27 ADUs during the previous three years (2017 to 2019). Additionally, the Housing Element includes four new programs to encourage and promote ADU construction (Programs 36, 37, 38 and 44). Because of the City’s efforts to promote and facilitate increased ADU development, the 2021-2029 Housing Element assumes up to 1,000 new ADUs units will be permitted by October 2029. About 31,000 single-family properties in the city are eligible for ADU development. The addition of up to **1,000** ADUs would result in 3.2 percent of these properties being developed with this type of unit, roughly one out of every 30 units, which is about one ADU per typical block of single-family homes.

Existing Area Plans

The Downtown Master Plan provides a comprehensive vision for revitalizing Oxnard’s historic core. It provides streamlined permitting for development governed by a form-based code with no limit on density, and reduced parking standards (City of Oxnard 2019). It includes three zones: Downtown Core (DT-C), Downtown General (DT-G), and Downtown Edge (DT-E). Because this plan was in place before the 2021-2029 Housing Element was developed, the densities allowed can be counted toward the total 6th cycle RHNA allocation; it includes up to **2,284** units that are accounted for in the total RHNA distribution in the city.

Specific Plan and Annexation Projects

Specific plan projects that are approved or under construction include Wagon Wheel/The Village Specific Plan (403 units approved), Riverpark Specific Plan (1,025 units pending Specific Plan Amendment), and Northeast Community/East Village Specific Plan (530 units).

The Rio Urbana project is a 10.25-acre site adjacent to Oxnard in the El Rio area that was approved by the City in 2019, and is expected to complete the annexation process under the Local Agency Formation Commission (LAFCO) by Summer 2021. The Rio Urbana project will provide 167

residential units, including 17 lower income units. The proposed Teal Club Specific Plan project comprises approximately 174 acres in west Oxnard, north of the Oxnard Airport. The project includes parks, a school site, a fire station, retail space, and development of 990 residential units in a range of densities and housing types, including 148 lower income units and 282 moderate income units. The Teal Club Specific Plan project is in active review at this time and the draft environmental impact report will be released in Fall 2021. The project will be considered by the decision-making body in Winter 2021 and complete the annexation process with the LAFCO in 2022. Both the El Rio and Teal Club Specific Plan annexations are subject to Program 24 in Section G, which requires an alternative approach if the site is not annexed by 2023. Total specific plan and annexation units would equal 3,115 if full build-out is implemented as indicated in Table C.

Table C. Specific Plan and Annexation Units by Income Category

Specific Plan	Total Project Units	Lower Income Units	Moderate Income Units	Above Moderate Income Units
Northeast Community/East Village Specific Plan (Maulhardt)	530	106	252	172
Rio Urbana Annexation	167	17	3	147
Riverpark Specific Plan	1,025	118	454	453
Teal Specific Plan	990	148	282	560
Wagon Wheel/The Village Specific Plan	403	0	26	377
Totals	3,115	389	1,017	1,709

Candidate Sites for Rezoning

The remaining RHNA allocation would be met by rezoning in two different groups: (1) existing sites with a current AH zoning overlay designation (former AAHOP sites) that were included in prior Housing Element Cycles would be rezoned to AHP (**1,088** units on 44.37 acres); and (2) Commercial, M-L, and BRP sites, or sites that were not in prior Housing Elements, which comprise new affordable housing sites that would be rezoned and the AHD overlay applied to allow mixed-use development with residential densities up to 30 du/acre (**823** units on 34.25 acres). The total potential sites from this resource would be 1,911 units throughout the city.

To recap, the total RHNA allocation of 8,549 units would be accommodated by a mix of 9,640 dwelling unit types as described above and summarized in Table D.

Table D. RHNA Distribution by Resource Type

Resource Type	Potential Housing Units 2021 to 2029
Accessory Dwelling Units	1,000
Downtown Area Plan	2,284
Specific Plan and Annexation Areas	3,115
Pending Development Projects	1,330
AH sites rezoned with AHP overlay (previous affordable housing sites)	1,088
C-2, BRP, and ML sites rezoned with AHD overlay (AHD Rezone Sites)	823
Total	9,640

AAHOP = All-Affordable Housing Opportunity Program
AHP = Affordable Housing Permitted
C-2 = Commercial 2

AHD = Affordable Housing Discretionary
BRP = Business Research Park

Source: City of Oxnard 2021a, Table F-1 and Table G-1 U.S. Census

Environmental Setting

Population

The 2010 census estimated the population in Oxnard to be 198,047 and population estimates in 2019 were 208,881, a 5.5 percent increase (U.S. Census 2019). The current population in Oxnard is 204,675, a decrease of 0.6 percent from the previous year (DOF 2021). This population represents approximately 24.5 percent of the total population in Ventura County.

Housing in Oxnard

As of 2018, Oxnard's housing stock totalled 56,240 dwelling units, with single-family homes making up the largest portion at 68 percent. In 2020, the city experienced housing growth at a rate greater than Ventura County, adding 3,468 housing units over the previous 10 years. Nonetheless, according to the 2014 to 2018 American Communities Survey, 9,194 households experienced overcrowding in Oxnard, with 6,269 households being overcrowded (1.01 to 1.5 persons per room) and 2,925 households being considered severely overcrowded (1.51 persons or more per room) (U.S. Census 2019). Of the overcrowded households, 74 percent were renter-occupied and of the severely overcrowded households, 85 percent were renter-occupied.

Candidate Housing Sites

The 2021-2029 Housing Element identified two groups of candidate housing sites: one group would replace the AH zoning overlay associated with the former AAHOP program with an AHP overlay on select sites, facilitating the development of affordable housing units with other income category units; and the second group of candidate sites currently zoned commercial (C-2), ML, and BRP would be rezoned by applying the AHD overlay to accommodate residential development at the default

density of 30 dwelling units per acre. These sites are distributed throughout the city and concentrated in and near transportation corridors.

This Initial Study evaluates the potential for future development of 823 dwelling units on the second group of sites that will be rezoned (AHD Rezone Sites) to accommodate residential development at the default density. Rezoning will include changing the intensity of development allowed on sites identified as having the potential to meet most of the RHNA allocation. Sites zoned for residential development will be rezoned for residential development at an increased intensity, as described in the section “Candidate Sites for Rezoning.” City zoning designations are listed in Table E. Some sites zoned for commercial and BRP uses will be rezoned with an AHD overlay that will allow mixed-use integration of residential units. This could appear as multi-story buildings with shops and offices on the first floor and residential units on the upper floors, depending on development proposals. Many sites may include lower, moderate, and upper income level housing units to ensure that housing types are distributed throughout the city and to provide an integrated approach to the provision of housing for residents of all income categories.

Table E. Oxnard Zoning Designations Applicable to the 2021-2029 Housing Element Update

Zone	Description
R-1 Single Family Residential	Low density, single-family dwellings of at least 1,000 sf with selected related uses by special use permit. Two stories/25 ft height permitted. One du permitted; second dwelling units (ADU) subject to certain conditions.
R-2 Multiple-Family Residential	Low density, multi-family dwellings. Limited to 6 du in one building, with minimum lot size being 6,000 for 2 du. Three stories/35 ft height permitted.
R-3 Garden Apartment	Moderate density, multiple-family dwellings. Limited to 2 du per 6,000 sf. Three stories/35 ft height permitted.
R-4-PD High-Rise Residential	High-density, high-rise, multi-family dwellings, within the city core and other selected areas. Up to 29.04 du per acre. Four stories or 45 ft height permitted.
C-1 Neighborhood Shopping Center C-2 General Commercial	Can include professional and business office buildings, laboratories, accessory buildings that support the offices, real estate, child and adult day care, beauty salons and barber shops, hotels and motels, hospitals and convalescent hospitals, churches, mortuaries, pharmacies, private clubs, and assisted living facilities.. Other permitted businesses include dry cleaners, printers, pet shops, and other businesses Height limited to 35 ft/two stories. Residential uses permitted in R-3 (up to 18 units per acre) may be allowed with a special use permit.
BRP Business and Research Park	Professional, administrative, research, and limited manufacturing with limited commercial activities to support other uses. Oriented toward major transportation elements such as freeways, airports, and harbors, and developed to specific property and development design standards.

Zone	Description
ML Light Manufacturing Zone	Manufacturing and related service uses and activities where the principal activity occurs within a building but assembly, fabrication, public services, and storage can occur outside. Limits are imposed on the creation of smoke, gas, odor, dust, sound, and vibration that might be detrimental to health, safety, and welfare of adjoining uses.
PD Planned Development	An additive zone that permits departures from the restrictions imposed within the basic zones to allow multi-family development near single-family development and other uses.

ADU = accessory dwelling unit

du = dwelling unit

ft = foot/feet

sf = square feet

Source: City of Oxnard Zoning Code Article III, Zones, Uses, and Requirements

Note: Not all zoning designations are listed, but only the ones that are affected by proposed rezone activities related to the 2021-2029 Housing Element Update.

The AH zoning overlay that is associated with the former AAHOP program currently in place is designed to facilitate 100 percent affordable housing development by increasing the allowed density to 24 du/acre. Under the 2021-2029 Housing Element, select sites with this zoning overlay will be rezoned with an AHP overlay which accommodates up to 30 du/acre. The AHP zoned sites that provide 20 percent of units affordable to lower income households will be permitted by-right (no discretionary approval). This will facilitate a mix of affordable and market-rate development in medium to high residential zoned areas and commercial zoned areas where mixed-use (residential and commercial/office) are already allowed.

General Plan

The City of Oxnard 2030 General Plan was last updated and adopted in October 2011. It serves as the major framework for directing growth within the city. The 2030 General Plan presents a comprehensive approach to accommodate the city’s growing needs and includes goals and policies in the following chapters of the City’s 2030 General Plan:

1. Introduction
2. Sustainable Community includes the existing Climate Action and Adaptation Plan⁴
3. Community Development, which details the City’s urban restriction boundary and land use designations and standards
4. Infrastructure and Community Services includes goals and policies for facilities and services, parks and recreation, information systems, public safety, schools, and circulation

⁴ The Climate Action Plan is undergoing an update to include consideration of the most recent State legislation regarding greenhouse gas reduction and policies and implementation programs that will help the City meet local and regional greenhouse gas reduction targets.

5. Environmental Resources discusses natural and cultural resources, agriculture and soil resources, mineral resources, water resources, air quality and climate change, historic sites, and aesthetic/scenic resources and community design
6. Safety and Hazards covers geology and seismic hazards, coastline preservation, flooding, tsunami, emergency preparedness, noise hazards, hazardous materials use and transport, and vehicular and airport traffic safety
7. Military Compatibility is a State-recommended element that addresses the way that new development can affect operations at the naval base, air station, and other military facilities in Oxnard
8. Housing, incorporated by reference in the 2030 General Plan as Chapter 8

The General Plan Land Use designations that would need to be amended to implement the 20201-2029 Housing Element are listed and briefly described in Table F.

Table F. Oxnard General Plan Land Use Designations Applicable to the 2021-2029 Housing Element Update

Land Use Designation	Current Allowable Density and Description	Proposed Density and Revised Description
Business Research Park	0 du/ac Housing not currently permitted Professional, administrative, research, and limited manufacturing uses allowed along with limited commercial activities intended to support such uses, integrated into a campus-like environment that is oriented toward arterials, freeways, airports, and harbors; developed to high property and development standards.	Allow 30 du/ac with AHP or AHD Overlay Zone Change would allow housing Add the following text to the current description: “and residential uses up to 30 units per acre shall be permitted on parcels identified as AHP or AHD”
General Commercial	18 du/ac Retail centers and free-standing commercial uses along arterials, may also include office, residential uses up to 18 dwelling units per acre, live/work, work/live, and mixed uses	Allow 30 du/ac with AHP or AHD Overlay zoneChange would allow increased density Add the following text to the current description: “and residential uses up to 30 units per acre shall be permitted on parcels identified as AHD or AHD”
Light Manufacturing	Manufacturing uses where the principal activity occurs within a building, but also permits outdoor assembly, fabrication, work/live, public services, and storage. Uses must follow high development and performance standards. Wholesale and retail sales and services related to the principal uses permitted.	City-initiated redesignation of select sites to General Commercial or Business Research Park that will allow 30 du/ac with AHP or AHD Overlay zone.

AHP = Affordable Housing Permitted
 AHD= Affordable Housing Discretionary
 du/ac = dwelling units per acre

Oxnard City Code

The Oxnard City Code (OCC) includes the Zoning Code (Title 16) and the Zoning Map; these identify the City's allowed land uses and establish development standards for each zone. The Zoning Code carries out the policies of the City of Oxnard General Plan by classifying and regulating the uses of land and structures in Oxnard. The Zoning Code is adopted to protect and to promote the public health, safety, and general welfare of residents and businesses in the city. The Zoning Code applies to all land uses, subdivisions, and development in Oxnard. The Zoning Designations that concern the 2021-2029 Housing Element are described briefly in Table E.

Regional Housing Needs Assessment

The RHNA is a State Housing law requirement that is part of the periodic process of updating local general plan housing elements. It is a process that determines existing and projected housing need (i.e., RHNA allocation) for all jurisdictions in the state (including cities and unincorporated county areas) with the intent to provide opportunities for a mix of unit types, tenure, and affordability; and help achieve greenhouse gas (GHG) emission reductions from cars and light trucks. The RHNA allocation process is conducted by the State and regional planning agencies every eight years. Oxnard is a member city of SCAG, which allocates a fair share of the total RHNA housing needed for each income category (as determined by the State) to the cities and unincorporated areas in in the SCAG region, which consists of Imperial, Riverside, San Bernardino, Orange, Los Angeles, and Ventura counties. The RHNA quantifies the housing need in each jurisdiction for all economic segments of the community across four income categories: very low, low, moderate, and above moderate. Each jurisdiction must demonstrate in its Housing Element that it can accommodate the assigned RHNA at all income levels. This may include the identification of current vacant land that can accommodate residential use or infill sites that permit residential development. If the City cannot identify enough sites/parcels appropriately zoned to accommodate RHNA allocations, then the City must identify additional candidate housing sites that can be rezoned to meet the need.

The DOF's population estimates and the RHNA are also used for regional transportation planning purposes. Senate Bill (SB) 375 integrates RHNA with the Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS). In the past, the RHNA was undertaken independently from the RTP. The California Legislature passed SB 375 in 2008 as the land use and transportation planning component of the State's effort to reduce vehicle miles traveled (VMT) to achieve the GHG emission reduction goals of the Global Warming Solutions Act of 2006 (Assembly Bill [AB] 32). The law recognizes the importance of planning for housing and land use in creating sustainable communities where residents of all income levels have access to jobs, services, and housing by using transit, walking, or bicycling.

State housing law also requires that the RHNA process be consistent with the following objectives:

- Increasing the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner, which shall result in all jurisdictions receiving an allocation of units for low- and very low-income households
- Promoting infill development and socioeconomic equity, protecting environmental and agricultural resources, and encouraging efficient development patterns
- Promoting an improved intraregional relationship between jobs and housing

- Allocating a lower proportion of housing need to an income category when a jurisdiction already has a disproportionately high share of households in that income category
- Affirmatively furthering fair housing

The RHNA allocates total housing need based on future population growth during the RHNA planning period (2021-2029) and current need to reduce overcrowding, high costs, and provide a suitable vacancy rate. The RHNA identifies the projected number of dwelling units that will be needed to accommodate estimated future growth needs during the planning period at specified levels of affordability. OCC Section 16-10.45, defines a dwelling unit as “a room or suite of rooms designed as a residence for one household and containing one kitchen.” ADUs are defined separately under OCC Section 16-10.2, which indicates these structures are “attached or detached residential dwelling unit that provides complete independent living facilities for one or more persons and is on a lot with a proposed or existing primary residence or multifamily structure.”

On March 22, 2021, SCAG issued its final 6th-cycle RHNA Allocation Plan, which determined that the City of Oxnard needed to accommodate 8,549 total units. Table G indicates the RHNA allocation by income category, determined as a percentage of county area median income (AMI), adjusted for household size. Income is categorized as follows:

- Extremely low-income households earn 30 percent of the Ventura County median household income
- Very low-income households earn between 31 and 50 percent of the Ventura County median household income
- Low-income households earn between 51 and 80 percent of the Ventura County median household income
- Moderate-income households earn between 81 and 120 percent of the Ventura County median household income
- Above-moderate/upper-income households earn more than 120 percent of the Ventura County median household income

Table G. SCAG 6th Cycle Final RHNA Allocations by Income Category

Very Low Income RHNA Allocation	Low Income RHNA Allocation	Moderate Income RHNA Allocation	Above-Moderate Income RHNA Allocation	Total RHNA Allocation (all income levels)
1,840	1,071	1,538	4,100	8,549

Source: SCAG 2020

In accordance with State Housing law, local governments must be accountable for ensuring that projected housing needs can be fully accommodated at all times during the Housing Element planning period. The 2021-2029 Housing Element provides a framework for evaluating the adequacy of local zoning and regulatory actions to ensure each local government is providing sufficient appropriately designated land throughout the planning period. The City of Oxnard can count as credit toward meeting the 6th cycle RHNA any new dwelling units approved, permitted, and/or built during the current RHNA planning period (October 15, 2021 to October 15, 2029).

The Housing Element must identify and analyze the City’s housing needs and establish reasonable goals, objectives, and policies based on those needs. The 2021-2029 Housing Element must also

identify candidate housing sites with the potential to accommodate housing at higher densities to meet the City's assigned total low-income RHNA (extremely low, very low, and low income) category need. Pursuant to California Government Code 65583.2(c)(3), a "default density" of 30 dwelling units per acre is deemed the appropriate density to accommodate Oxnard's housing for lower-income households (per the State's population-based suburban category). The default density is considered by statute as appropriate to accommodate affordable housing at an acceptable density that contributes to the feasibility of lower-income housing units. As the City has limited availability of existing suitable land to accommodate future growth needs, it has identified adequate sites with the potential to be developed at the greater density to meet the RHNA need for the lower-income categories. Pursuant to AB 2348 and AB 1397 requirements, the City of Oxnard will be required to accommodate future growth need through the identification of sites/parcels that can be rezoned entirely or where a zoning overlay can be applied that permit residential development at the default density in compliance with State law.

Candidate Sites Inventory

State Housing law requires that the 2021-2029 Housing Element demonstrate the agency has enough land adequately zoned to accommodate its share of the regional growth and the City's required share of lower income dwelling units. To comply with State law (California Government Code Section 65583), the City prepared an inventory of specific housing sites suitable for residential development that could accommodate the lower income dwelling units allocated to the City in the 6th cycle RHNA (see Supplement 1 of 2021-2029 Housing Element).

The 2030 General Plan comprises the elements required by Section 65100, et seq., of the California Government Code, including the Housing Element. Among other goals, the Community Development Element includes Policy CD-1.2, which states that the City will "promote the efficient use of larger vacant parcels and vacant areas of the city by encouraging infill development, with a priority to mixed uses that reduce vehicle trips and GHG emissions and promote sustainable development goals and objective." The Community Development Element and 2021-2029 Housing Element also includes policies to promote equitable distribution of housing types for all income groups throughout the city, while preserving the scale and characters of land uses and architecture within existing neighborhoods. Consistent with the 2030 General Plan goals and policies and in consideration of data from SCAG, the City has identified a substantial number of sites to accommodate future housing needs within all income categories, distributed throughout the city, with higher densities oriented largely in opportunity areas along and near transit corridors.

As described above, there are 32 candidate sites totalling 81.45 acres that will be used to meet the remaining RHNA allocation for moderate and lower income households after the ADU, existing projects, and specific plan and area plan development. These include 18 candidate sites comprising 41 parcels and totalling 47.2 acres, for which the AHP overlay zone associated with the former AAHOP program will be removed and an AHP overlay added, as listed in Table H; and 14 candidate sites comprising 26 parcels and totalling 34.25 acres, currently zoned as R-3, C-2, M-L, and BRP to which the AHD overlay will be added to facilitate affordable housing development (AHD Rezone Sites), listed in Table I and illustrated in Figure 2, sheets 1 and 2.

Table H Candidate Housing Sites to be Redesignated from AAHOP to AHP

Site #	Street Address	APN	Acres	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation	Current Zoning	Proposed Zoning
3	1345 N Oxnard Bl*	200010002	2.83	General Commercial	General Commercial	C-2 PD	C-2 PD AHP
3	1345 N Oxnard Bl*	200010003	1.14	General Commercial	General Commercial	C-2 PD	C-2 PD AHP
4	1205 N Oxnard Bl	200008219	2.84	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
20	1132 S C St	203007028	0.31	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
21	1101 S Saviers Rd	203007034	1.52	General Commercial	General Commercial	C-2 + AH	C-2 AHP
22	1202-1210 S Oxnard Bl	204002014	0.15	General Commercial	General Commercial	C-2 PD + A-AHOP	C-2 PD AHP
22	1202-1210 S Oxnard Bl	204002011	0.15	General Commercial	General Commercial	C-2 PD+ AH	C-2 PD AHP
22	1202-1210 S Oxnard Bl	204002021	0.30	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
22	1202-1210 S Oxnard Bl	204002033	0.04	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
22	1202-1210 S Oxnard Bl	204002034	0.15	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
22	1202-1210 S Oxnard Bl	204002037	0.02	General Commercial	General Commercial	C-2 PD + A-AHOP	C-2 PD AHP
23	1240 - 1246 S Oxnard Bl	204002040	0.41	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
23	1240-1246 S Oxnard Bl	204002041	0.14	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
23	1240 - 1246 S Oxnard Bl	204002027	0.15	General Commercial	General Commercial	C-2 PD + A-AHOP	C-2 PD AHP
23	1240 - 1246 S Oxnard Bl	204002028	0.15	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
23	1240 - 1246 S Oxnard Bl	204002039	0.05	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP

Site #	Street Address	APN	Acres	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation	Current Zoning	Proposed Zoning
24	1243 S Oxnard Bl	204006004	0.72	General Commercial	General Commercial	C-2 + AH	C-2 AHP
25	1251 S Oxnard Bl	204006012	0.85	General Commercial	General Commercial	C-2 + AH	C-2 AHP
25	1225 S. Oxnard Bl.*	204006003	0.60	General Commercial	General Commercial	C-2 + AH	C-2 AHP
25	1263 S. Oxnard Bl.*	204006013	0.52	General Commercial	General Commercial	C-2 + AH	C-2 AHP
26	1369 S Saviers Rd	203012041	0.37	General Commercial	General Commercial	C-2 + AH	C-2 AHP
26	1309 S Saviers Rd	203012048	0.84	General Commercial	General Commercial	C-2 + AH	C-2 AHP
26	1361 S Saviers Rd	203012050	0.27	General Commercial	General Commercial	C-2 + AH	C-2 AHP
27	1345 S Oxnard Bl	204007302	0.34	General Commercial	General Commercial	C-2 + AH	C-2 AHP
27	1401 S Oxnard Bl	204007317	0.17	General Commercial	General Commercial	C-2 + AH	C-2 AHP
27	1401 S Oxnard Bl	204007318	0.17	General Commercial	General Commercial	C-2 + AH	C-2 AHP
31	3501 S Saviers Rd	205044308	4.21	General Commercial	General Commercial	C-2 + AH	C-2 AHP
32	300 Johnson Rd	222016015	0.41	Low Medium	Low Medium	R-2 PD + AH	R-2 PD AHP
32	320 Johnson Rd	222016016	0.41	Low Medium	Low Medium	R-2 PD + AH	R-2 PD AHP
35	Pleasant Valley and Oxnard Blvd	225001418	13.94	Low Medium	Low Medium	R-2 + AH	R-2 AHP
36	4700 S Saviers Rd	222015202	0.59	Medium High	Medium High	R-4 PD +AH	R-4 PD AHP

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Site #	Street Address	APN	Acres	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation	Current Zoning	Proposed Zoning
36	4684 S Saviers Rd	222015208	1.15	Medium High	Medium High	R-4 PD +AH	R-4 PD AHP
37	Pleasant Valley & Saviers Rd.	222010201	0.44	General Commercial	General Commercial	C-2 PD + AH	C-2 PD AHP
38	5536 Cypress	223004102	3.88	Low Medium	Low Medium	R-2 + AH	R-2 AHP
38	5482 Cypress	223009001	1.38	Low Medium	Low Medium	R-2 + AH	R-2 AHP
39	201 W Hueneme Rd	222008255	0.70	General Commercial	General Commercial	C-2 + AH	C-2 AHP
39	227 W Hueneme Rd	222008256	1.37	General Commercial	General Commercial	C-2 + AH	C-2 AHP
39	W Hueneme Rd	222008258	0.27	General Commercial	General Commercial	C-2 + AH	C-2 AHP
39	421 W Hueneme Rd	222008259	1.10	General Commercial	General Commercial	C-2 + AH	C-2 AHP
40	161 W Hueneme Rd	222001130	1.70	General Commercial	General Commercial	C-2 + AH	C-2 PD AHP
40	5777 S. Saviers	222001111	0.45	General Commercial	General Commercial	C-2 + AH	C-2 PD AHP
		Total Acreage	47.20				

*This parcel/site was included in a prior Housing Element for one or more planning periods.

Table I Candidate Housing Sites to be Rezoned with AHD Overlay Zone (AHD Rezone Sites)

Site #	Street Address	APN	Acres	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation	Current Zoning	Proposed Zoning
1*	Outlet Center Dr	213009010	6.68	Business/ Research Park	Business/ Research Park	BRP	BRP AHD
2	1601 N Oxnard	200033407	0.66	General	General Commercial	C-2 PD	C-2 PD AHD
5	St Johns Swc, Socorro Way	213003137	2.11	Public/Semi Public	Business/ Research Park	BRP	BRP AHD
5	St Johns Swc	213003138	2.56	Public/Semi Public	Business/ Research Park	BRP	BRP AHD
6	600 N Harrison	201002116	6.53	Limited Industrial	Business/ Research Park	ML	BRP PD AHD
7	121 Cooper Road	201005111	1.00	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011301	0.22	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011302	0.10	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011303	0.10	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011312	0.32	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011315	0.81	Limited Industrial	General Commercial	ML	C-2 PD AHD
8	Harrison Ave Parcels UPRR	201011314	1.34	Limited Industrial	General Commercial	ML	C-2 PD AHD
13	301 E Third	201011604	2.03	Limited Industrial	General Commercial	ML	C-2 PD AHD
13	301 E Third	201012907	0.17	Limited Industrial	General Commercial	ML	C-2 PD AHD
13	301 E Third	201012908	0.17	Limited Industrial	General Commercial	ML	C-2 PD AHD
13	301 E Third	201012906	0.55	Limited Industrial	General Commercial	ML	C-2 PD AHD

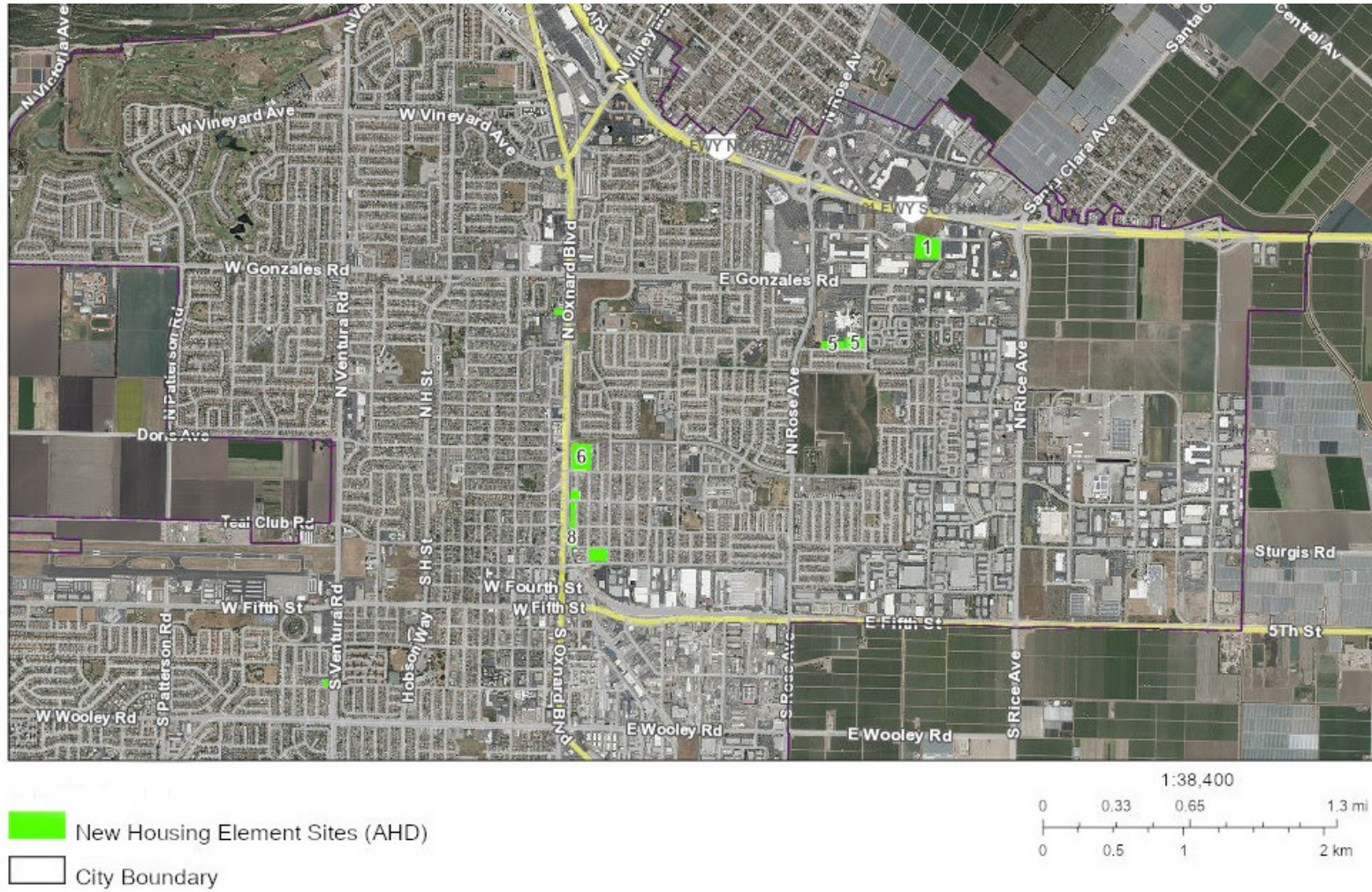
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Site #	Street Address	APN	Acres	Current General Plan Land Use Designation	Proposed General Plan Land Use Designation	Current Zoning	Proposed Zoning
19	1505 Ninth St.	183017331	0.47	General Commercial	General Commercial	C-2	C-2 AHD
25+	1260 Saviers Road	204006026	2.01	General	General Commercial	C-2	C-2 AHD
28	271 E Fir Ave	204008301	0.17	Medium	Medium	R-3	R-3 AHD
28	260 E Elm St	204008315	0.71	Medium	Medium	R-3	R-3 AHD
29	Ives Av	220027411	0.93	Business/ Research Park	Business/ Research Park	BRP	BRP AHD
29	Ives Av	220027413	0.95	Business/ Research Park	Business/ Research Park	BRP	BRP AHD
29	Ives Av	220027414	1.03	Business/ Research Park	Business/ Research Park	BRP	BRP AHD
30	2900 Saviers Rd	219001803	1.04	General Commercial	General Commercial	C-2	C-2 AHD
33	2100 E Pleasant Valley Rd	225005330	0.54	General	General Commercial	C-2 PD	C-2 PD AHD
34*	2300 E Pleasant Valley Rd	225001427	1.05	Low Medium	Low Medium	R-2	R-2 AHD
		Total Acreage	34.25				

* Parcel 1 and Parcel 34 in this list are existing projects and the unit count is not included in the total AHD Rezone Sites analyzed in this report.

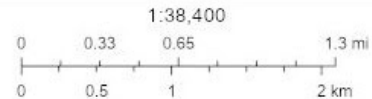
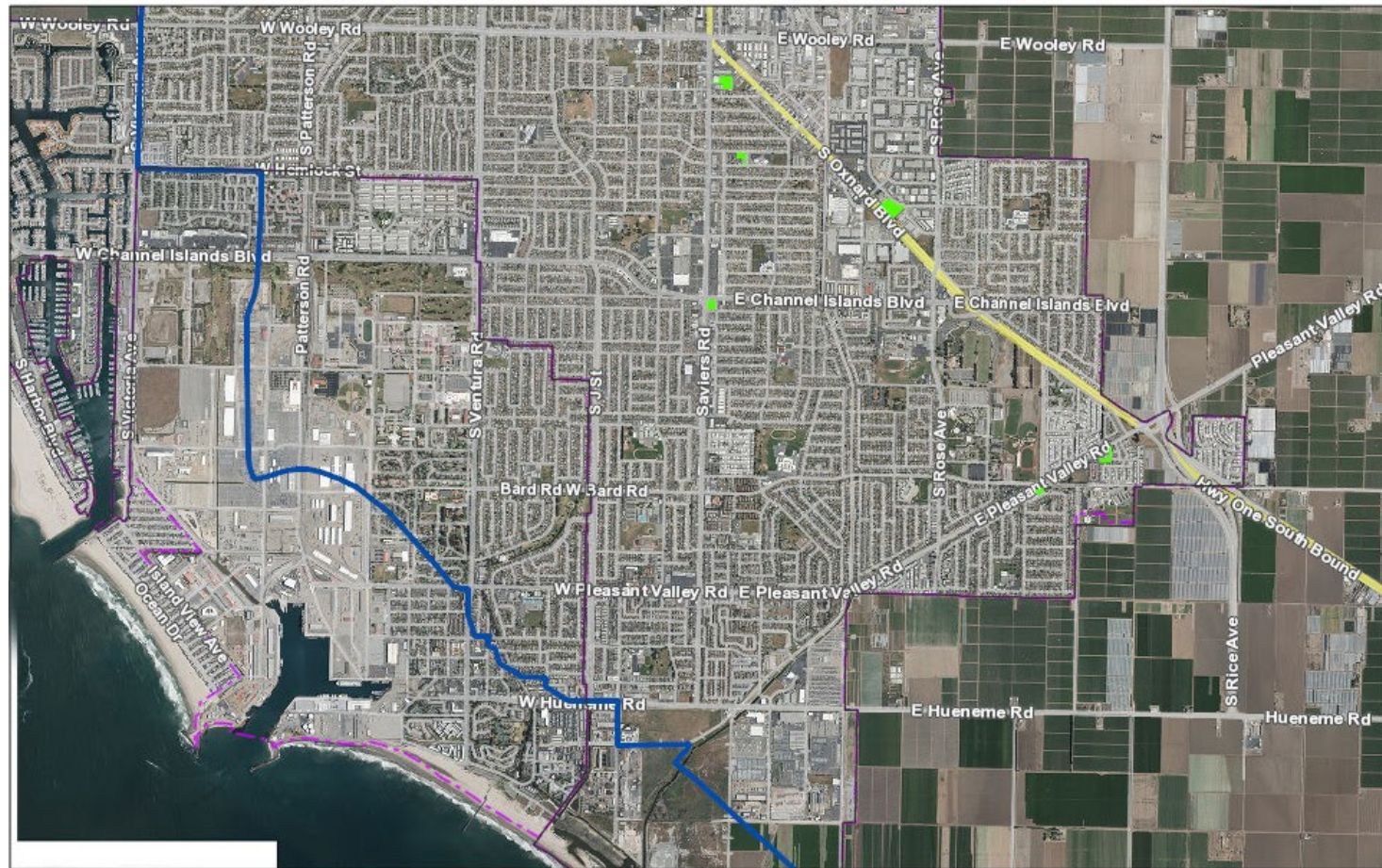
+This parcel/site is contiguous to 1251 S. Oxnard (#25) in Table H.

Figure 2 Sheet 1 Candidate Housing Sites to be Rezoned (AHD Rezone Sites)



ArcGIS Web AppBuilder
OEHA, CalEPA | Ventura County Transportation Commission (VCTC) | Southern California Association of Governments (SCAG) | The City of Oxnard GIS Division.

Figure 2 Sheet 2 Candidate Housing Sites to be Rezoned (AHD Rezone Sites)



The mix of units for lower income households would be distributed among these sites, in support of the 2021-2029 Housing Element policy H-5.3, Choice, that intends to “Encourage the production and dispersal of new affordable housing for lower-income households throughout the city to promote choice and avoid an over-concentration within a neighborhood.” The Downtown area would also provide development opportunities for increased density with mixed-use development near transit corridors.

The proposed rezones sites would increase density in the remaining opportunity areas to accommodate a mix of lower, moderate, and market-rate units, along with a mix of uses with amenities situated within residential areas in support of multi-modal transportation, community building, and sense of place in support of the following 2030 General Plan Community Development chapter goals:

- Goal CD-1:** A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the city
- Goal CD-2:** Legal requirements for general plan and zoning consistency are fulfilled
- Goal CD-3:** A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride
- Goal CD-7:** Development of vibrant mixed-use urban villages characterized by a mix of land uses, transit accessibility, pedestrian orientation, and neighborhood identity
- Goal CD-8:** Sensible urban development and redevelopment based on the City’s ability to provide necessary governmental services and municipal utilities

Project Characteristics

Buildout Projections for Future Site Development

A “project” as defined by State CEQA Guidelines Section 15378(a) “means the whole of an action, which has a potential for resulting in either a direct physical change in the environment or a reasonably foreseeable indirect physical change in the environment.” The project analyzed herein consists of the 2021-2029 Housing Element AHD Rezone Sites, which consist of allocating 14 total new candidate housing sites for possible future housing development of 823 units to support meeting the City’s RHNA allocation of 2,911 lower income dwelling units. This is an action that could lead to physical changes to the environment if development projects were proposed, approved, developed, and occupied on these sites. The 2021-2029 Housing Element does not propose any specific development projects on the candidate sites, as it is a policy document. Future housing development could occur on these candidate housing sites, if they are included in the 2021-2029 Housing Element, as local conditions dictate with timing at the discretion of each property owner and as the market allows.

This Initial Study-Mitigated Negative Declaration (IS-MND) evaluates the potential for development of 823 dwelling units on 14 candidate housing sites/26 parcels (any combination thereof) totaling approximately 34.25 acres, as detailed in Table I. Recognizing that not all candidate housing sites will ultimately be included in the 2021-2029 Housing Element, and necessary General Plan amendments and OCC zone changes that may be required for the selected candidate housing sites/parcels would influence buildout projections on a site-by-site basis, this IS-MND evaluates the environmental impacts for potential development of 823 dwelling units constituting the potential full build-out of

the AHD Rezone Sites identified in the 2021-2029 Housing Element at the proposed density (i.e., units per acre).

The proposed AHD Rezone Sites are evaluated at a programmatic level based on information available to the City where reasonably foreseeable direct and indirect physical changes in the environment can be considered. A detailed analysis of each site was not conducted because the City has no information about actual projects that may be proposed on these sites, and thus it would be speculative to analyze specific impacts on any given site. As such, potential changes beyond those considered here would be assessed on a project-level basis as part of the permitting and environmental review process when specific projects are proposed. All development projects are subject to the 2030 General Plan policies listed in subsequent sections and the City utilizes “routinely-applied development standards and/or conditions of approval” as part of planning and building permit reviews and entitlements. These are available upon request from the City.

Future Development Constraints

Future housing development facilitated by the Housing Element could be constrained by market conditions or various environmental conditions or impacts. Market constraints on potential future housing development are created by environmental and regulatory frameworks that reduce the potential profitability of housing development. Environmental constraints on potential future housing development coincide with the time, effort, and costs associated with mitigating environmental impacts.

Where environmental impacts are significant and unavoidable, pursuant to State CEQA Guidelines Section 15093, the City Council would be required to balance, as applicable, the economic, legal, social, technological, or other benefits of the 2021-2029 Housing Element against its unavoidable environmental risks when determining whether to approve the Housing Element. However, as concluded throughout this IS-MND, potential for significant environmental effects associated with adoption of the 2021-2029 Housing Element would all be avoided or substantially lessened to a level below the City’s threshold of significance through compliance with the established regulatory framework, 2030 General Plan goals and policies, and specified mitigation measures. In accordance with the State CEQA Guidelines, all later activities associated with implementation of the Housing Element programs will be examined in the light of this IS-MND to determine whether an additional environmental document must be prepared.

Development Design Review

OCC Section 16-525 requires Development Design Review must be conducted by the Community Development Director prior to issuance for building permits for development that does not require a Special Use Permit. Various City requirements affect the final design of any given project, including the 2030 General Plan, the Zoning Ordinance and/or specific plan, and landscape and other design standards.

Special Use Permit

Special Use Permits (OCC Section 16-530 et seq.) allow for activities and land uses that may be desirable in the applicable zoning district and compatible with adjoining land uses, but whose effect on a site and its surroundings cannot be determined before being proposed for a particular location. The 2030 General Plan goals and policies promote a desired level of future development quality in Oxnard that contributes to a positive physical image and identity of residential development. Most

potential projects that would occur on the AHD Rezone Sites listed in Table I would require a Special Use Permit, which includes a review of project design. These ensure compatible land use forms and preserve the integrity and character of the zoning district, the utility and value of adjacent property and the general welfare of the neighborhood and public.

Future Development

As outlined in the 2021-2029 Housing Element and associated zoning provisions, the Housing Element will develop a RHNA implementation plan through its programs, along with CEQA mitigation measures identified in this IS-MND, the implementation of which is detailed in the Mitigation Monitoring and Reporting Program. Future projects will be required to adhere to the mitigation stated herein for the site to develop consistent with the 2021-2029 Housing Element's purpose and to avoid or lessen any potentially significant environmental impacts.

Future housing projects may tier from this IS-MND or a finding may be made that sufficient environmental clearance occurred with this IS-MND (State CEQA Guidelines Sections 15152, 15162, and 15168). This IS-MND considers a series of related projects with the intent to streamline subsequent review of future housing development projects consistent with the 2021-2029 Housing Element's intent.

Future development facilitated by the 2021-2029 Housing Element programs would be subject to subsequent environmental and other discretionary review and permitting, in accordance with the OCC. Specifically, design review and subsequent discretionary review would be required for most actions, with the exception of affordable housing on AHP zoned sites (Table I). Subsequent environmental review may be required for discretionary actions to entitle future development projects.

Prior Environmental Review

In February 2009, the City of Oxnard circulated a Draft PEIR for public review that analyzed its 2030 General Plan for potential environmental impacts. A revision was recirculated in October 2009 (2030 General Plan Draft PEIR, State Clearinghouse Number 2007041024) and was limited to topic areas that were modified to reflect changes made to the 2030 General Plan Land Use and Circulation Diagram. The 2009 PEIR anticipated the subsequent adoption of the 2006-2014 Housing Element, and discussed the potential environmental impacts associated with future development allowed under the 2030 General Plan. It included an analysis of the estimated "build out" of the city through the horizon year 2030.⁵

The 2009 PEIR estimated new development for residential, commercial, office, industrial, open space, and other uses throughout the city. This included an estimated increase of 5,900 dwelling units over the 2006 existing conditions. The environmental analysis found that impacts under most issue areas would be less than significant or could be mitigated to a less-than-significant level. Exceptions were as follows:

- Circulation, Traffic, and Transportation Impact 4.2-1, related to level of service operation at six intersections

⁵ The phrase "build out" refers to full development as described in the 2030 General Plan (see pages ES-3 to ES-5) in the 2030 General Plan PEIR (City of Oxnard 2009).

- Agriculture and Soil Resources Impact 5.5-1, related to the conversion of important farmland to non-agricultural use within city limits or the City Urban Restriction Boundary
- Air Quality and Climate Change Impact 5.7-2, concerning contributions to a cumulative increase of criteria pollutants in a non-attainment air quality basin and emissions of Greenhouse Gases
- Noise Impacts 6.4-2, 6.4-3, and 6.4-6, related to traffic, noise, railroad noise, and vibration or ground-borne noise levels

These five impacts were found to be significant and unavoidable: no additional policies or feasible mitigation measures were available to reduce impacts to less than significant under these issue areas. The recirculated 2009 Draft PEIR revised the original PEIR to incorporate the results of an updated city-wide traffic model, the results of a study that addressed regional ground water conditions, and a revised distribution of land uses. The level of impact for those items listed above were found to be the same as the first draft PEIR analysis, with significant and unavoidable impacts remaining as stated. A statement of overriding consideration was adopted when the final 2009 PEIR was certified.

Environmental impacts were assessed for the 5th cycle update to the 2013-2021 Housing Element as an addendum to the 2009 PEIR. An addendum evaluated the CEQA checklist items against the issue areas evaluated to determine if the impacts would remain the same under implementation of the 2013-2021 Housing Element update. Because the 2013-2021 Mid-Cycle Housing Element update had substantially the same goals, policies, and programs as the previous version, and because the RHNA allocation remained the same (7,301 units), the addendum found that there would be no additional impacts from implementing the 2013-2021 Mid-Cycle Housing Element, compared to those evaluated in the original 2009 PEIR (City of Oxnard 2017a).

Regulatory Setting

Oxnard Inclusionary Housing Program

The City of Oxnard adopted ordinances that establish inclusionary affordable housing requirements for new developments, including City Council Ordinances 2721 and 2615, as amended. Together these are referred to as the uncodified Inclusionary Housing Program. Briefly, the Program has the following features:

- Residential projects outside redevelopment areas with 10 or more units have an inclusionary requirement to restrict 10 percent of new units as affordable to lower income households.
- Residential projects inside Urban Villages have a 15 percent inclusionary requirement for units affordable to lower income households.
- In-lieu fee payments can replace the on-site units within a development, subject to City Council approval. The in-lieu fee was increased in 2020 and is used to leverage State and federal housing funds to provide funding for construction of affordable housing in the community.

Changes in State Law

Many new state housing laws have been enacted since the last housing element update cycle. The 2021-2029 Housing Element incorporates and addresses all pertinent housing law changes through analysis or new policies or programs. The 2021-2029 Housing Element is consistent with the changes

in State law, all of which are detailed in the introduction of the 2021-2029 Housing Element and are summarized below:

- **Affordable Housing Streamlined Approval Process:** SB 35 (2017), AB 168, and AB 831 – These bills support a streamlined, ministerial review process for qualifying multifamily, urban infill projects in jurisdictions that have failed to approve housing projects sufficient to meet their state-mandated RHNA.
- **Additional Housing Element Sites Analysis Requirements:** AB 879 (2017) and AB 1397 (2017) – These bills require additional analysis and justification of the sites included in the sites inventory of the city’s Housing Element.
- **Affirmatively Furthering Fair Housing:** AB 686 (2017) – AB 686 requires the city to administer its housing programs and activities in a manner to affirmatively further fair housing and not take any action that is inconsistent with this obligation.
- **No-Net-Loss Zoning: SB 166 (2017)** – SB 166 amended the No-Net-Loss rule to require that the land inventory and site identification programs in the Housing Element include sufficient sites to accommodate the unmet RHNA. The site inventory exceeds the city’s RHNA to accommodate additional housing units if some sites are not developed with affordable housing.
- **Safety Element to Address Adaptation and Resilience: SB 1035 (2018)** – SB 1035 requires the General Plan Safety Element to be reviewed and revised to include any new information on fire hazards, flood hazards, and climate adaptation and resiliency strategies with each revision of the Housing Element.
- **By Right Transitional and Permanent Supportive Housing: AB 2162 (2018) and AB 101 (2019)** – AB 2162 requires the City to change its zoning to provide a “by right” process and expedited review for supportive housing. Additionally, AB 101 requires that a Low Barrier Navigation Center development be permitted by-right in mixed-use zones and nonresidential zones that allow multifamily uses if it meets specified requirements.
- **Accessory Dwelling Units:** AB 2299 (2016), SB 1069 (2016), AB 494 (2017), SB 229 (2017), AB 68 (2019), AB 881 (2019), AB 587 (2019), SB 13 (2019), AB 670 (2019), AB 671 (2019), and AB 3182 (2020) – The 2016 and 2017 updates to State law included changes pertaining to the allowed size of ADUs, permitting ADUs by-right in at least some areas of a jurisdiction, and limits on parking requirements related to ADUs. More recent bills reduce the time to review and approve ADU applications to 60 days, remove lot size and replacement parking space requirements, and require local jurisdictions to permit junior ADUs.
- **Density Bonus:** AB 1763 (2019) and AB 2345 (2020) – AB 1763 amended California’s density bonus law to authorize significant development incentives to encourage 100 percent affordable housing projects, allowing developments with 100 percent affordable housing units to receive an 80 percent density bonus from the otherwise maximum allowable density on the site. AB 2345 created additional density bonus incentives for affordable housing units provided in a housing development project. It also requires that the annual report include information regarding density bonuses that were granted.
- **Housing Crisis Act of 2019:** SB 330 – SB 330 enacts changes to local development policies, permitting, and processes that will be in effect through January 1, 2025. SB 8 updates the earlier

bill to require that a housing development proposal be subject only to the ordinances, policies, and standards adopted and in effect when a preliminary application is submitted, except as specified.

- **Surplus Land Act Amendments:** AB 1486 and AB 1255 (2019) - AB 1486 refines the Surplus Land Act to provide clarity and further enforcement to increase the supply of affordable housing. AB 1255 requires the City to create a central inventory of surplus and excess public land each year. The city is required to transmit the inventory to HCD and to provide the list to the public upon request.
- **Housing Impact Fee Data:** AB 1483 (2019) – AB 1483 requires the city to publicly share information about zoning ordinances, development standards, fees, exactions, and affordability requirements.
- **Emergency and Transitional Housing Act of 2019:** AB 139 (2019) – AB 139 established new criteria for evaluating the needs of the homeless population.
- **Standardization of Sites Inventory Analysis and Reporting:** SB 6 (2019) – SB 6 requires the City to electronically submit the sites inventory to HCD starting in 2021.
- **Evacuation Routes:** SB 99 and AB 747 (2019) – AB 747 and SB 99, require the General Plan Safety Element to be updated to identify evacuation routes and their capacity, safety, and viability under a range of emergency scenarios and to include information identifying residential developments in hazard areas that do not have at least two emergency evacuation routes.

7. Discretionary Actions

Adoption of the 2021-2029 Housing Element would require the following discretionary actions by the City of Oxnard City Council:

- Certification of the final environmental analysis (IS-MND No. 2021-01).
- Approval PZ 20-620-03, amending the 2030 General Plan to replace the current Chapter 8 with the 2021-2029 Housing Element.
- Approval of PZ -21-620-02, making related 2030 General Plan Land Use Element text amendments to ensure internal consistency between General Plan Elements. These include amending the General Commercial and Business Research Park land use designations within the Land Use Element of the General Plan to allow up to 30 units per acre on parcels identified as AHP or AHD. Approval of PZ 21-620-03, amending the 2030 General Plan Land Use map to redesignate select Limited Manufacturing sites as General Commercial or Business Research Park.
- Approval of PZ-21-580-03, amending Chapter 16 of the Oxnard City Code, to repealing the All-Affordable Housing Opportunity Program (AAHOP) from the City Code, and replace these regulations in the OCC with the AHP and AHD overlay definitions, designations, and regulations. And amending the zoning text in the BRP and C-2 zones to allow up to 30 units per acre on parcels identified as AHP or AHD.
- Approval of PZ 21-580-04, making Zoning Map Amendments to change zoning designations on the parcels listed in Tables H and I.

8. Location of Prior Environmental Document(s)

The Community Development Director for the City of Oxnard, 214 South C Street, Oxnard, California, 93030 serves as the custodian of the General Plan, the 2030 General Plan, including the 2021-2029 Housing Element, and the associated environmental documents. A copy of the 2009 PEIR and supporting documents are available online at the City of Oxnard, Planning Department webpage and by request:

<https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/>

9. Native American Tribal Consultation

The City initiated the tribal consultation process, as required under Public Resources Code (PRC) Section 21080.3.1 and consistent with Assembly Bill (AB) 52 and Senate Bill (SB) 18. The City mailed consultation letters on March 16, 2021 according to SB 18, and on March 16, 2021 according to AB 52, to contacts identified by the Native American Heritage Commission that requested that the City of Oxnard notify them of projects subject to AB 52 or SB 18. Under AB 52, Native American tribes have 30 days to respond and request further project information and formal consultation, and under SB 18 Native American tribes have 90 days to respond requesting consultation. On March 23, 2021 Fred Collins for the Northern Chumash Tribal Council responded that it supports the local tribal government's recommendations.

Between June 24 and June 29, 2021 the City's consultant attempted on three occasions to contact each of the six tribal representatives by telephone and leave messages when possible. There was no request for consultation. The City considers this effort a satisfactory attempt to contact the tribes for consultation for this project and its related CEQA process. The tribal contacts will continue to receive CEQA notices related to this project.

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Environmental Effects and Determination

Environmental Areas Determined to Have New or Substantially More Severe Significant Effects Compared to Those Identified in the 2030 General Plan Final PEIR

This project would potentially affect the environmental factors checked below, involving at least one impact that is “Potentially Significant” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture & Forestry Resources | <input type="checkbox"/> Air Quality |
| <input checked="" type="checkbox"/> Biological Resources | <input checked="" type="checkbox"/> Cultural Resources & Tribal Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology/Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services & Recreation |
| <input type="checkbox"/> Transportation | <input type="checkbox"/> Utilities & Service Systems | <input type="checkbox"/> Wildfire |
| <input type="checkbox"/> Mandatory Findings of Significance | | |

Determination

Based on this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions to the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “less than significant with mitigation incorporated” impact on the environment, but at least one effect (1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and (2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potential significant effects (a) have been analyzed adequately in an earlier PEIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier PEIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



5 August 2021

Signature

Kathleen Mallory, AICP, LEED GP, MA

Date

Planning & Sustainability Manager

IS-MND Methodology

2030 General Plan Consistency

To promote a uniform and compatible vision for the development of the community, California law requires the General Plan to be internally consistent in its goals and policies. The Housing Element is a component of the General Plan, and thus, the 2021-2029 Housing Element must be consistent with the vision of the Oxnard 2030 General Plan and supported by the goals and policies of the other General Plan elements. These elements and policies that affect housing are summarized below:

Pursuant to California Government Code Section 65583(c)(1)(A), after adoption of the 2021-2029 Housing Element Update and in conjunction with implementation of Housing Element Implementation Program 3 (Rezone to Meet RNHA), the City of Oxnard would amend the Community Development Element to maintain consistency with land use changes, including redesignation of properties to higher densities and/or the creation of new land use designations. At that time, the Safety and Hazards Element would also be updated to comply with current state law (i.e., SB 379, SB 99, SB 1000). As required by California Government Code Section 65583(c)(8), the 2021-2029 Housing Element Update includes a timeline for processing each of the amendments to the General Plan, the City Zoning Ordinance, and other land use documents, as necessary to implement the 2021-2029 Housing Element update.

Finally, in accordance with Section 65302 of the California Government Code, the City will develop an Environmental Justice Element or revise another element to include Environmental Justice goals, policies, and objectives that reduce unique or compounded health risks in disadvantaged communities, promote civil engagement in the public decision-making process, and prioritize improvements and programs that address the needs of disadvantaged communities in compliance with current state law (SB 1000 [2016]).

Consistency with Horizon Year 2030 Projections

The 2030 General Plan Final PEIR projected that the population in Oxnard could reach 234,300 by 2020 and 250,600 by 2040 (City of Oxnard 2009) under various development assumptions. In line with these projections, the 5th cycle Housing Element Mid-Cycle Update projected that Oxnard's population could reach 244,500 by 2035 (City of Oxnard 2017a). The DOF January 1, 2021 population estimate for Oxnard is 204,675, a one percent decrease from the DOF 2005 estimate and approximately 16 percent less than the 5th Cycle Housing Element population projected for 2035 (DOF 2021).

SCAG's Growth Forecast projects the 2030 population in Oxnard will be 238,126 (SCAG 2016). The 2021-2029 Housing Element projects that the population in Oxnard will reach 238,100 by 2045, an increase of approximately 14 percent over existing 2021 conditions and about three percent less than the 2017 Mid-Cycle Housing Element population project for 2035. The population projected in the 2020-2029 Housing Element Update is in line with SCAG's 2016 projections for planning horizon year 2030.

In 2005, the city had 49,382 housing units, and the 2030 General Plan Background Report estimated that up to 23,881 housing units could be added by horizon year 2030, that would potentially result in 73,263 units in the city, depending on market trends and need. The 2017 Mid-Cycle Housing Element update reported 52,772 housing units existing in 2011, an increase of a little more than 6 percent, but considerably less than the number of units predicted in the 2030 General Plan background report. The 5th cycle RHNA allocation required accommodation of 7,301 new housing units citywide, which if built would have resulted in a total of 60,073 housing units by horizon year 2021 (City of Oxnard 2017a). This was analyzed in an addendum to the 2009 PEIR and found to be within the projected horizon year build-out analyzed in the 2009 PEIR (City of Oxnard 2017b).

The 2021-2029 Housing Element reports 56,334 housing units in the city as of January 1, 2021, a roughly 6 percent increase over the number of units reported in 2011, and less than that projected for full build out of the 2017 Mid-Cycle Housing Element (City of Oxnard 2017a). The 6th cycle RHNA allocation is 8,549 units, which if built would result in 64,789 units in Oxnard in 2029. With the two-cycle trend that shows approximately 3,400 new units being built every six years, full build-out of the 2021-2029 Housing Element would require more than doubling the number of new units actually built, resulting in 64,789 total housing units in the City.⁶ This is 4,710 units more than anticipated by the 2017 Mid-Cycle Housing Element update, but still within the projections of the 2030 General Plan and the 2009 PEIR.

Lower Income Unit Development

Residential development continues in Oxnard with demand and prices remaining high at the end of 2020 (City of Oxnard 2021a). The Downtown Code was adopted in 2019 and encourages increased residential development in the downtown area by changing density and development standards. Densities on recently approved or in-process downtown residential projects range from 101 to 207 dwelling units per acre. All of these projects have affordable units, and many have higher proportions of affordable units than the City's 10 percent inclusionary minimum. Based on these recent trends, the candidate site inventory includes 29 parcels less than 0.5 acre in the candidate sites inventory (Tables G and H) that are suitable for meeting the lower income RHNA. Of these, 11 have pending projects.

Site 1 (Outlet Center Drive) is 6.68 acres and zoned BRP. With the AHD overlay, the site has an existing application for development of a 174 unit senior apartment complex that is 100 percent affordable to lower income households. The owner is also interested in developing a second 156-unit affordable apartment building on the same parcel suitable for addressing lower income RHNA.

Current trends in Oxnard have included redevelopment of sites with multi-family residential units. An example is the The Village (Wagon Wheel) Specific Plan mixed use project where 1,500 dwellings, and 50,300 square feet of commercial space replaced a struggling shopping center, industrial/storage buildings, and a mobile home park.

Moderate and Above Moderate Unit Development

The City's RHNA allocation for moderate- and above-moderate-income housing is 1,538 and 4,100 units, respectively.

⁶ 8,549 is 61 percent more than the two-cycle trend of approximately 3,400 new units being built in the city over a six-year period.

According to HUD, the Fair Market Rent for Ventura County in 2021 is \$1,923 for a two bedroom home, and \$2,690 for a 3-bedroom home. Based on the 2020 HCD income limits for Ventura County, a moderate income household of four making \$117,350 annual income can afford up to \$2,934 a month for rent; therefore a moderate-income household of four can afford fair market rent in Ventura County.

The average home value in Oxnard in late 2020 was \$671,825. This is a slight increase when compared to the previous three to four years, when the median sales price in Oxnard was \$481,750 in 2018. The area median income for a household of four in Ventura County, based on 2020 HCD income limits, is \$97,800. Using that amount to calculate the maximum purchase price, a moderate-income household of four can afford a sales price up to \$629,483. With market affordability at these levels, some moderate-income households can be accommodated on sites the City has designated as above moderate-income sites. However, more moderate-income households will not be able to afford to buy market-rate housing units. Therefore, the City is not relying on the above moderate-income sites to meet its moderate- or lower-income RHNA, but rather it is relying on vacant, infill, and underutilized sites, some of which are mixed use and in areas with sufficient infrastructure and transit in place to meet housing needs moderate and lower income RHNA.

Realistic Capacity and Rezoning

Realistic capacity for Housing Element Sites to address the lower income RHNA was determined by multiplying the number of acres by the default density for the site, or by 30 dwelling units per acre for the sites, and then subtracting 20 percent to allow for easements and site access. Thirty dwelling units per acre was used to address the lower-income sites that will be rezoned AHP or AHD to accommodate that default density prior to the 2021-2029 RHNA planning period. Since Downtown does not have a maximum density, Downtown sites identified in the housing element for providing lower income units reflect as realistic capacity the number of units in proposed active projects on each site. Environmental impacts for the sites to be rezoned with an AHD overlay are assessed in this document.

Potential Housing Development and Population Growth

The January 1, 2021 population in Oxnard is 204,675 (DOF 2021). SCAG's Growth Forecast projected 2030 population in Oxnard to be 238,126, an estimated 33,451-person increase in population over the next 10 years. The 2021-2029 Housing Element projects that the population in Oxnard could reach 238,100, a number that aligns with the SCAG projections, if all units proposed on all resources were to be built-out to full capacity.

Adding up to 9,640 units to the city over the next eight years has the potential to add 37,210 new residents to Oxnard for a total population of 241,885.⁷ This would exceed SCAG projections for Oxnard by about 3,759 persons. Market conditions have supported an annual increase of 347 units per year over a 10-year period, on average. At this rate, new development over the next eight years would likely total less than 3,000 new housing units. Even doubling this rate, the potential housing units that would actually be built could be around 5,550 units, nearly 3,000 fewer than allocated in the 6th cycle RHNA (i.e., 8,549 units). Vacancy rate, birth and death rates, net migration and household size are all assumptions that may change, affecting population projections over the planning horizon.

⁷ Average household size is 3.86 x 9,640 potential housing units = 37,210 potential new residents (DOF 2021).

Assuming many units were occupied by residents new to Oxnard (instead of relocating from existing, over-crowded units), the potential population increase associated with development that would likely occur based on market trends over the last 10 years (i.e., the realistic forecast) would be 10,965 on the more conservative end, and up to 21,922 persons on the higher end. At 215,640 total population on the lower end and 226,597 total population on the higher end, these projections are still well within the City's 2030 General Plan and SCAG population projections for 2030.

Finally, the most potential units (6,339 units) will come from resources already approved where potential population growth has been accounted for, including increased ADU production from a 2020 OCC ADU code update, already-approved or analyzed specific plans and/or annexations, and the adopted plan for the Downtown designed to allow for increased density (See Table D for potential housing units by resource type). Under the 2021-2029 Housing Element, another 1,088 units would be accommodated by sites already associated with the former AAHOP program in prior housing elements that would change zoning from an AH overlay to an AHP overlay on select sites to allow for ministerial approval of developments with 20 percent affordable units, as required under AB 2162 (see discussion under 'Regulatory Setting' of this initial study). All of these potential units have been assessed programmatically for environmental impacts, including population growth and the impact on traffic and municipal services. The remaining 823 units are from new housing element sites (sites not in prior housing elements) that will be rezoned with the AHD overlay to accommodate the default density of 30 dwelling units. The remaining 823 units (AHD Rezone Sites), which are analyzed programmatically in this IS-MND, would have the potential to generate about 3,200 new residents to Oxnard, a number well within the SCAG growth estimates for the 2030 planning horizon (See Section 15, Population and Housing, for a detailed discussion of potential growth generated by 2021-2029 Housing Element implementation).

Environmental Checklist

1 Aesthetics and Visual Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Except as provided in Public Resources Code (PRC) Section 21099, would implementation of the 2021-2029 Housing Element:

a. Have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompabile with surrounding areas or that conflict with visual resources policies contained in the 2030 General Plan or other City planning documents?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Add to or compound an existing negative visual character associated with the project site?				
e. Create a source of substantial light or glare that would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Oxnard is a coastal community mostly built-out with single-family and multi-family homes, retail areas that include strip mall development with large parking lots, and light industrial development that include two and three-story campuses that support agriculture businesses and other industries. Oxnard’s beaches and coastline are recognized as the City’s primary natural scenic resource, with McGrath State Beach located within the Planning Area. City, County, and State beaches provide views of the Pacific Ocean and the offshore Channel Islands on clear days. Other visual resources in the Coastal Zone include tall sand dunes near Mandalay Beach and the wetlands in the Ormond

Beach area. In order to preserve the aesthetic quality of the Planning Area's coastline, the City's Coastal Land Use Plan guides development along the Coastal Zone.

The Santa Clara River forms part of the northern boundary of the city with smaller waterways and drainage channels providing natural scenery and wildlife habitat. Many of these local waterways are visible from viewpoints along local roadways, such as South Victoria Avenue and North Ventura Road. The city's northern, eastern, and western boundaries are defined by agricultural greenbelts, and are preserved formally for long-term agricultural use. They cannot convert to urban development without voter approval. The City's 2030 General Plan Background Report (Section 5.32.2) identifies a list of local roadways considered to have scenic value as they allow views into the regionally important scenic resources—waterways, agricultural greenbelts, beaches and coastline. Other routes are also identified as important view corridors by virtue of providing important access routes in the community. The scenic routes identified in the 2030 General Plan are listed below.

- Los Angeles Avenue through Oxnard's Sphere of Influence
- Vineyard Avenue between Los Angeles Avenue and Patterson Road
- Oxnard Boulevard between U.S. Route 101 (Ventura Freeway) and Point Mugu
- Victoria Avenue between the Santa Clara River and Channel Islands Boulevard, continuing easton Channel Islands Boulevard to Victoria Avenue
- U.S. Route 101 through Oxnard's Sphere of Influence
- Fifth Street between Mandalay Beach Road and Revolon Slough
- Central Avenue between Vineyard Avenue and Santa Clara Avenue
- Santa Clara Avenue between U.S. Route 101 and the Sphere of Influence boundary
- Gonzales Road between Harbor Boulevard and Del Norte Boulevard
- Wooley Road between Harbor Boulevard and Rice Avenue
- Channel Islands Boulevard between Ventura Road and Rice Avenue
- Pleasant Valley Road between Port Hueneme city limits and State Route 1
- Hueneme Road between Port Hueneme city limits and State Route 1
- Del Norte Boulevard between U.S. Route 101 and Fifth Street
- Rose Avenue between U.S. Route 101 and State Route 1
- Rice Avenue between U.S. Route 101 and State Route 1
- Saviers Road between Oxnard Boulevard and Channel Islands Boulevard
- Ventura Road between U.S. Route 101 and Teakwood Street
- Patterson Road between Fifth Street and Hemlock Street and between Vineyard Avenue and Doris Avenue
- Doris Avenue between Victoria Avenue and Patterson Road

Urban landscape areas are also considered an important visual resource; particularly where neighborhoods have retained many of their original buildings and architectural features and where park or plaza features provide open space. The study area for aesthetics includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in areas currently zoned for commercial, business research, and light industrial uses outside the Coastal planning area. Site 33 is the nearest to the Santa Clara River, at 2.9 miles south.

- a. *Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?*

A scenic vista can generally be defined as a public viewpoint that provides expansive views of a highly valued landscape for the benefit of the public. In Oxnard, these include waterways,

agricultural greenbelts, beaches, and coastline, as listed above. The 2021-2029 Housing Element prioritizes the development of new housing on infill sites in areas with existing public transit infrastructure. The AHD Rezone Sites would allow for the development of new housing on sites currently zoned C1, C-2, ML, and BRP, where non-residential development is allowed. As illustrated in Figure 2, Sheets 1 and 2, some AHD Rezone Sites would occur along and near the northern portion of Oxnard near Highway 101, and along Oxnard Boulevard and Pleasant Valley Road. These would include but not be limited to AHD Rezone Sites 1, 2, 6, 7, 8, 29, 33, and 34.

Future development projects would be required to comply with 2030 General Plan Community Development chapter goals and policies that address design as follows:

Goal CD-9 A high quality visual image and perception of the city.

Policy CD-9.4. Ensure all public and private investments positively contribute to the overall character of the City by minimizing impacts on important view corridors by creating edge treatments along greenbelt areas and a landscaped buffer corridor of at least 30 feet along designated scenic corridors and other major transportation corridors.

Goal ER-6 Protected and enhanced natural setting and scenic resources.

Policy ER-6.1. Preserve important public views and viewsheds by ensuring that the scale, bulk and setback of new development does not significantly impede or disrupt them and ensure that important vistas and view corridors are enhanced. Require development to provide physical breaks to allow views into these vistas and view corridors.

Policy ER-6.2. Protect and enhance the scenic resources of the beaches, Channel Island Harbor, windrows, farmland, the Channel Islands, and surrounding mountains.

City zoning and overlay regulations, including specific plan development regulations, that implement 2030 General Plan goals and policies intended to protect scenic vistas would also apply. These include undergoing development design review as part of the permitting process to ensure compliance with existing design standards, including landscaping standards.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. Therefore, potential impacts to scenic vistas will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on scenic vistas.

LESS THAN SIGNIFICANT IMPACT

- b. *Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?*

There are no officially designated State Scenic Highways in Oxnard (California Department of Transportation [Caltrans] 2019). U.S. 101 is officially designated for a 21.4-mile stretch in Santa Barbara County, nearly 40 miles north of Oxnard. This stretch of the highway is too distant from the city to be affected by project implementation. Therefore, the project would not damage scenic resources of any kind within a State scenic highway. There would be no impact.

NO IMPACT

- c. *Would the project, in non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from a publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?*
- d. *Would the project add to or compound an existing negative visual character associated with the project site?*

While some AHD Rezone Sites occur in undeveloped agricultural areas within City limits or the City Sphere of Influence, urbanized development is nearby or adjacent, including mobile home parks, freeways, and other residential, commercial, and agriculture-supporting industrial development.

The AHD Rezone Sites are in areas currently zoned for commercial or BRP development, and adding mixed-use residential development could have a beneficial impact as it would be required to conform to 2030 General Plan Community Development and Environmental Resource goals and policies that address visual quality, as follows:

Goal CD-13. Inclusion of arts in public places.

Policy CD-13.1 Continue to promote the arts in Oxnard through the application of the public arts program, requiring civic facilities to incorporate art elements, and encourage the private sector to invest in public art.

Goal CD-14. Expectations of higher quality design.

Policy CD-14.1 In the evaluation of development proposals, continue to ensure that public and private development projects comply with City design policies, plans, and guidelines.

Policy CD-14.2 Continue to require that a staff Development Advisory Committee review new development projects for consistency with the City's development policies and appropriateness for the proposed sites.

Policy CD-14.3 Encourage City decision makers and appropriate staff to research, site-visit, document, and pro-actively promote to the development community examples of high quality and innovative development in the Region and the State in order to raise the level of design quality throughout the City.

- Goal ER-6** Protected and enhanced natural setting and scenic resources.
- Policy ER-6.3** Preserve views of significant small-scale plant communities including wetlands, riparian vegetation, man-made water features, and the like wherever possible.
- Policy ER-6.4** Work with utility companies to avoid transmission lines interfering with scenic views.
- Policy ER-6.6** Ensure that new development incorporates open space areas that provide community and neighborhood identity, private quality exterior private open space for each housing unit, and minimize conflicting land uses and noise generators.
- Goal ER-9** Enhanced perceived character and quality of the City of Oxnard.
- Policy ER-9.2** Enhance neighborhood diversity and reinforce the desirable elements of neighborhood character and quality through incorporation of design guidelines, use of landscape materials, and encouraging new developments to integrate historical and culturally significant elements into proposed projects.
- Policy ER-9.4** Ensure that all new development emphasizes a human, pedestrian scale and minimizes its effect on the area’s sensitive visual resources.
- Goal ER-10** Enhanced landscape quality with an emphasis on landscape practices, management and plant species that are appropriate to Oxnard and its coastal climate.
- Policy ER-10.3** Develop a public awareness program that documents the importance of trees in carbon and GHG reduction, aesthetics, property values, and reduction of energy use for cooling.

City zoning and overlay regulations, including specific plan development regulations, that implement 2030 General Plan goals and policies intended to protect visual quality would also apply. These include undergoing development design review as part of the permitting process to ensure compliance with existing design standards. OCC Chapter 16, Article IV, Division 1 provides zoning standards regarding height, architectural features, fences, and exterior areas associated with residential development. These would apply to any projects developed on the AHD Rezone Sites, minimizing visual quality impacts. Furthermore, because new development would likely include increased landscaping associated with residential projects, including trees, ornamental shrubs, and other features to enhance shared open space areas, visual quality could be improved in both urbanized and non-urbanized areas where AHD Rezone Sites occur.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. With adherence to the 2030 General Plan goals and policies outlined above, as well as the design requirements as indicated in the OCC, impacts to visual quality would be less than

significant and development projects implemented under the 2021-2029 Housing Element would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?*

For purposes of this analysis, light refers to light emissions (brightness) generated by a source of light. Stationary sources of light include exterior parking lot and building security lighting; moving sources of light include the headlights of vehicles driving on roadways near the project site. Streetlights and other security lighting also serve as sources of light in the evening hours.

Glare is defined as focused, intense light emanating directly from a source or indirectly when light reflects from a surface. Daytime glare is caused in large part by sunlight shining on highly reflective surfaces at or above eye level. Reflective surfaces are associated with buildings that have expanses of polished or glass surfaces, light-colored pavement, and the windshields of parked cars.

Increased development in the city would increase potential light sources. Glare could be generated by increased numbers of cars parked in lots with insufficient sources of shade or from walls or other exterior surfaces painted bright white and roofs with metallic or otherwise light-colored or reflective surfaces. Glare could also occur if broad expanses of glass, such as those used in commercial storefronts, were installed in buildings with west- or east-facing orientations. The 2030 General Plan Environmental Resources chapter contains the following goals and policies in place to protect scenic resources from light and glare:

Goal ER-6 Protected and enhanced natural setting and scenic resources.

Policy ER-6.5 Require that all outdoor light fixtures including street lighting, externally illuminated signs, advertising displays, and billboards use low-energy, shielded light fixtures which direct light downward and, where public safety would not be compromised, encourage the use of low-pressure sodium lighting for all outdoor light fixtures.

Goal ER-9 Enhanced perceived character and quality of the City of Oxnard.

Policy ER-9.3 Provide residential street lighting that is appropriate in appearance, scale, and intensity for residential use.

In conjunction with the 2030 General Plan goals and policies described above, all development would be subject to Section 16-320, On-Site Lighting, of the OCC, which limits the brightness of exterior lighting systems and the height of parking lot or building security lights, to prevent light from spilling onto adjacent lots.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms.

All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. Therefore, potential

impacts to light and glare will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on light and glare.

LESS THAN SIGNIFICANT IMPACT

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2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Ventura County is recognized as one of the principal agricultural counties in the state, with annual gross revenues from the sales of agricultural commodities of approximately 2.2 billion dollars (City of Oxnard 2006). Ventura County consistently ranks among the highest in agricultural revenues of the 58 counties in the state. Agriculture generates a substantial number of jobs ranging from crop production to processing, shipping and other related industries.

The seasonal row crop production pattern throughout west Ventura County is divided into two general categories: cool season and warm season crops. The cool season crops are generally harvested from fall through spring or early summer. The warm season crops are harvested from mid-summer through fall. There are also a few year-round crops. Fruit and nut crops and vegetable crops comprise the most valuable crop groups. Strawberries are consistently among the leading crops in revenue. Other high value crops include citrus fruits, raspberries, and nursery stock. Based on information in the 2030 General Plan Background Report, over 24,500 acres in the Oxnard Planning Area were designated for Agricultural use, which is just over half of the entire Oxnard Planning Area.

The California Department of Conservation prepares maps of important farmland throughout the state, based on categories of agricultural land defined by the U.S. Department of Agriculture land inventory and monitoring criteria, and regularly reports on the conversion of farmland to other uses (pursuant to Government Code Section 65570). The categories of Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance designations are often referred to collectively as "Important Farmlands." The 2030 General Plan Background Report indicates that there are approximately 23,000 acres of land meeting this definition within the Oxnard Planning Area (City of Oxnard 2006).

The 2030 General Plan Final PEIR concluded that the ultimate development of land, consistent with the land use designations of the 2030 General Plan, would result in the conversion of 2,215 acres of

Important Farmlands to other uses. This anticipated conversion of land was identified as a significant impact. Several aspects of the 2030 General Plan Goals and Policies were identified as contributing to the preservation of agricultural lands. Even with implementation of these goals and policies, however, the 2030 General Plan Final PEIR concluded that the conversion of important farmland to non-agricultural uses would still be considered a significant and unmitigable impact.

The 2030 General Plan Final PEIR analyzed several other issues related to the preservation of agricultural lands, and concluded for each of these issues that there would be a less than significant impact associated with implementing the 2030 General Plan. The conclusion was based primarily on implementation of policies within the 2030 General Plan, and associated requirements of the zoning ordinance and other programs designed to minimize conflicts between other land uses and agriculture and to address the planned conversion of agricultural lands to other uses.

The Agricultural Greenbelts between Oxnard and Camarillo to the east, and between Oxnard and Ventura and the unincorporated areas of Ventura County, figure prominently in growth management, land use planning, and other resource values described in the 2030 General Plan.

The study area for agricultural resources includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites (sites not included in prior Housing Elements) are situated in developed areas outside the Coastal Zone planning area. No AHD Rezone Sites are currently under agricultural production; however, Housing Element site 35 and the Teal Club and Maulhardt specific plan application project sites are currently used for agricultural production. Both specific plan applications are under independent environmental review, and site 35 was in a prior housing element (not new sites resulting from the 2021-2029 Housing Element).

Impact Analysis

A project may have direct and/or indirect effects related to the conversion of agricultural land to other uses. Direct effects would occur if the project would occur on existing farmland and would result in the development of a different use such as a residential neighborhood or shopping center. The identification of important farmland in this analysis is based on mapping performed by the California Department of Conservation. A project would be considered to have a potentially significant impact that could not be mitigated if important farmland were converted to non-agricultural use. For most projects consistent with the 2030 General Plan land use designations, no new analysis or discussion beyond that originally provided in the 2030 General Plan Final PEIR will be necessary. If the project site is within a Williamson Act contract, then development is not possible without removing the property from the preserve status. The 2030 General Plan Final PEIR assumes that the normal regulatory procedures for ending preserve status under the Williamson Act would be followed and in that case no additional mitigation would be necessary and the potential impact would be less than significant. Indirect effects that may lead to conversion of nearby farmlands to developed uses are usually caused by land use compatibility issues.

- a. *Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?*
- b. *Would the project conflict with existing zoning for agricultural use or a Williamson Act contract?*

According to the California Department of Conservation (DOC) Important Farmland Finder, most of Oxnard is classified as Urban and Built-Up Land, with Prime Farmland, Farmland of Statewide Importance, and Unique Farmland occurring at the western and eastern edges of the city (DOC 2021a). The City of Oxnard 2030 General Plan Background Report states that designated Prime Farmland accounts for an estimated 22 percent of the Planning Area and Important Farmlands make up roughly 22,960 acres within the planning area (City of Oxnard 2006).

According to the Ventura County 2018 Land Conservation Act Contracts Map, there are no Land Conservation Act (LCA/Williamson Act) contracts within city limits and would not coincide with AHD Rezone Sites.

The 2030 General Plan Community Development and Environmental Resources chapters contain goals and policies pertaining to the preservation of agricultural resources and farming operation, including the following:

- Goal CD-6** Continued agriculture use within the Planning Area, compatible with the community's vision.
- Policy CD-6.1** Require that agricultural land uses designated for long-term protection and production be buffered from urban land uses through the use of techniques including, but not limited to, greenbelts, open space setbacks, fencing, berming, and windrows.
- Policy CD-6.2** Preserve agricultural land and uses within the Oxnard Planning Area unless other uses are allowed through a future CURB amendment and/or applicable exemptions.
- Goal ER-12** A viable agricultural industry, maintained and enhanced soil resources, reduced erosion, and improved agricultural productivity.
- Policy ER-12.1** Promote the continuation of existing sustainable agricultural operations within the planning area.
- Policy ER-12.2** Support right-to-farm policies that promote the continuing viability of agriculture in the County.
- Policy ER-12.3** Work with local and regional agencies and agricultural conservation/mitigation, and local agricultural interests to promote the viability of local agriculture.
- Policy ER-12.5** Encourage the conservation of agricultural soils by requiring, if feasible and warranted by expert opinion, the transfer of topsoil from agricultural land being developed for urban uses.
- Policy ER-12.6** Work with the County Agricultural Commissioner to promote best agricultural practices, especially with regards to irrigation, crop spraying, and runoff on land still being farmed within the City.

Policy ER-12.11 Ensure adequate buffers between residential and agricultural uses, such as open space, recreational facilities, utility easements, windrows, and parking areas. Adequate fencing should be provided around agricultural areas to prevent vandalism.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

The AHD Rezone Sites are in the Urban and Built-Up Land areas of the city. AHD Rezone Sites do not occur on parcels under agricultural production. Adherence to 2030 General Plan goals and policies would ensure that impacts to designated agricultural lands being converted to non-agricultural uses would be reduced to less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project involve other changes in the existing environment which, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?*

Residential development adjacent to agricultural land can negatively impact the continuation of agricultural activities. For example, clearing and grading activities during construction could create excessive dust that could temporarily affect agricultural productivity (see Section 4.3, Air Quality). However, the emission of dust particulates during construction activity would be reduced by standard project mitigations that require implementation of best management practices (BMP), which include watering of exposed soils as needed; enclosure, covering, or watering of exposed piles of construction debris; limiting on-site vehicle speeds; and securely covering all loads on haul/dump trucks. The placement of residences adjacent to cultivated agriculture can have adverse economic impacts. Increased regulations and liability insurance to protect the farmer from adjacent urban uses cost time and money. Some farmers whose operations may be sensitive to nearby residences voluntarily limit their hours of operation and do not intensively use the portions of their property closest to urban uses, in effect establishing informal buffer zones on their own property. This has the effect of lowering crop yields, which can potentially affect the long-term economic viability of the agricultural operation. This could ultimately cause the loss of agricultural production due to cessation of operations if the economic impacts become severe enough.

Those residing adjacent to agricultural land commonly cite odor nuisance impacts, noise from equipment, dust, and pesticide spraying as typical land use conflicts. Pesticide use on nearby crops and the suspension of dust from operation of equipment and earth-moving activities could create health concerns for residents. Additionally, odors from fertilizers, herbicides, pesticides, and equipment exhaust can be incompatible with residential uses.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific

environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

No AHD Rezone Sites are located near or next to agricultural uses and therefore would not convert off-site farmland to non-agricultural use. Furthermore, with adherence to 2030 General Plan policies that specify green buffers and OCC Article XII Section 22-224(C)(3), which specifies BMPs for application of pesticides or fertilizers, impacts from the 2021-2029 Housing Element relative to the conversion of off-site farmland to non-agricultural use would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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3 Air Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Conflict with population or other growth forecasts contained in the Ventura County AQMP or otherwise obstruct implementation of the Ventura County AQMP?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a net increase of any criteria air pollutant in excess of quantitative thresholds recommended by the VCAPCD?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

The federal and State Clean Air Acts (CAA) mandate the control and reduction of certain air pollutants. Under these laws, the U.S. Environmental Protection Agency (USEPA) and the California Air Resources Board (CARB) have established the National Ambient Air Quality Standards (NAAQS) and the California Ambient Air Quality Standards (CAAQS) for “criteria pollutants” and other pollutants. Some pollutants are emitted directly from a source (e.g., vehicle tailpipe, an exhaust stack of a factory, etc.) into the atmosphere, including carbon monoxide, volatile organic compounds (VOC)/reactive organic gases (ROG),⁸ nitrogen oxides (NOX), particulate matter with diameters of ten microns or less (PM10) and 2.5 microns or less (PM2.5), sulfur dioxide, and lead. Other pollutants are created indirectly through chemical reactions in the atmosphere, such as ozone, which is created by atmospheric chemical and photochemical reactions primarily between VOC and NOX. Secondary pollutants include oxidants, ozone, and sulfate and nitrate particulates (smog).

⁸ CARB defines VOC and ROG similarly as, “any compound of carbon excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate,” with the exception that VOC are compounds that participate in atmospheric photochemical reactions. For the purposes of this analysis, ROG and VOC are considered comparable in terms of mass emissions, and the term VOC is used in this IS-MND.

Air pollutant emissions are generated primarily by stationary and mobile sources. Stationary sources can be divided into two major subcategories:

- 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 can also be divided into two major subcategories:

- On-road sources that 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.

The 2030 General Plan contains a number of policy statements that relate directly or indirectly to reducing emissions of air pollutants. Policies related to minimizing energy consumption and to developing alternative energy sources are considered part of the overall approach to reducing air pollution. The same is true for policies designed to reduce vehicle trips and to minimize vehicle trip distances. Many of these policies are intended primarily to reduce greenhouse gas (GHG) emissions, but also help to reduce emissions of criteria pollutants as well.

Air Quality Standards and Attainment

The Ventura County Air Pollution Control District (VCAPCD) is required to monitor air pollutant levels to ensure that the NAAQS and CAAQS are met and, if they are not met, to develop strategies to meet the standards. Table J lists nationally recognized criteria pollutants and provides a brief description of their health effects. Ventura County's strategy for attaining the federal 0.075 ppm ozone standard also relies on CARB's 2007 State Implementation Plan (VCAPCD 2017). CARB's Ambient Air Quality Standards Designation Tools shows Ventura County, including Oxnard as in non-attainment for federal ozone standards but in attainment for PM2.5, and PM10 standards, and in nonattainment for ozone and PM10, but in attainment for PM2.5 (CARB 2021).

Table J Health Effects Associated with Non-Attainment Criteria Pollutants

Pollutant	Adverse Effects
Ozone	(1) Short-term exposures: (a) pulmonary function decrements and localized lung edema in humans and animals and (b) risk to public health implied by alterations in pulmonary morphology and host defense in animals; (2) long-term exposures: risk to public health implied by altered connective tissue metabolism and altered pulmonary morphology in animals after long-term exposures and pulmonary function decrements in chronically exposed humans; (3) vegetation damage; and (4) property damage.
Suspended particulate matter (PM ₁₀)	(1) Excess deaths from short-term and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease (including asthma). ^a
Suspended particulate matter (PM _{2.5})	(1) Excess deaths from short- and long-term exposures; (2) excess seasonal declines in pulmonary function, especially in children; (3) asthma exacerbation and possibly induction; (4) adverse birth outcomes, including low birth weight; (5) increased infant mortality; (6) increased respiratory symptoms in children, such as cough and bronchitis; and (7) increased hospitalization for both cardiovascular and respiratory disease, including asthma. ^a

^a Detailed discussions on the health effects associated with exposure to suspended particulate matter can be found in U.S. Environmental Protection Agency (USEPA) 2004.

Source: USEPA 2021

Impact Analysis

Air Pollutant Emission Thresholds

VCAPCD has adopted guidelines for quantifying and determining the significance of air quality emissions in its Ventura County Air Quality Assessment Guidelines (VCAPCD 2003). The significance thresholds as they apply to Oxnard are as follows:

- **Ozone.** Any General Plan Amendment or revision (including Housing Element updates) that would provide directly or indirectly for increased population growth above that forecasted in the most recently adopted Air Quality Management Plan (AQMP) will have a significant cumulative adverse air quality impact.
- **Criteria Pollutants.** A project that may cause an exceedance of any ambient air quality standard (State or federal) or may make a substantial contribution to an existing exceedance of an air quality standard will have a significant adverse air quality impact. “Substantial” is defined as making measurably worse an existing exceedance of a State or federal ambient air quality standard. For example, a project that directly or indirectly produces large quantities of carbon monoxide (CO) could cause an exceedance of the State or federal CO standards. Such a determination may require the use of an appropriate air quality model.

Methodology

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but only facilitates density needed to accommodate the 6th cycle RHNA. Because this IS-MND is a program-level environmental analysis and specific projects are not known at this time, the City cannot assess the impacts of individual development projects on the AHD

Rezone Sites, which are largely situated in developed areas. Therefore, air quality modeling was not produced for this assessment, and will be required for environmental assessments conducted for specific development proposals as part of the permitting process for those projects. Instead, the VCAPCD thresholds for the 2021-21029 Housing Element evaluation were used, where potential population growth determines the potential impact.

- a. *Would the project conflict with or obstruct implementation of the applicable air quality plan?*
- b. *Would the project provide directly or indirectly for increased population growth above that forecasted in the most recently adopted AQMP will have a significant cumulative adverse air quality impact?*

The VCAPCD AQMP considers regional population forecasts developed by SCAG to determine the degree of impact under a General Plan Update, including the 2021-2029 Housing Element. Because the 2021-2029 Housing Element is a policy document and does not directly implement any development projects, it does not generate air quality impacts in and of itself. Rather it facilitates development throughout the city, including on the AHD Rezone Sites listed in Table I and anticipates growth if full build-out were to occur. As discussed in Section 14, *Population and Housing*, development on the AHD Rezone Sites could introduce up to 3,205 new residents to Oxnard, bringing the total population to 209,155, a number that is 28,145 persons fewer than the SCAG estimate.

The population increase that could result from implementation of the 2021-2029 Housing Element is within the most recent growth projections of SCAG for Oxnard. As such, the growth forecast is also within the population growth parameters considered in the AQMP, which is updated by the VCAPCD to manage air emissions in Ventura County in accordance with local, State, and federal standards.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but only facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. Therefore, air quality modeling will be required for environmental assessments conducted for specific development proposals as part of the permitting process for those projects.

Projects that are proposed under the 2021-2029 Housing Element would be held to different thresholds under the VCAPCD and would thus be required to undergo project-specific evaluation to determine specific impacts to air quality, which would occur during the permitting process for that project. As the criteria needed to assess these impacts is only available to the City upon submittal of a specific project proposal, any quantitative analysis would be speculative at this time. All projects would be required to conform to local, State, and federal regulations governing air quality. Furthermore, the 2030 General Plan Sustainable Communities chapter contains policies to ensure air quality impacts are reduced, as follows:

- Goal SC-1** Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.
 - Policy SC-1.2.** Continue to monitor and support the efforts of the California Air Resources Board and other agencies as they formulate Global Warming and Climate Change adaptation and mitigation strategies and programs.
 - Policy SC-1.3.** Develop a Climate Action and Adaptation Plan that implements requirements adopted by the California Air Resources Board and/or the Ventura

County APCD that establishes a GHG emissions qualitative and quantitative threshold of significance, establishes GHG reduction targets, and supports the regional SB 375 Sustainable Communities Strategy.

Policy SC-1.4. Advise other agencies regarding and incorporate environmental justice within City planning, policies, programs, projects, and operations.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Project-specific evaluation would provide quantitative analysis of the particular effects of that project on air quality in Oxnard and the region. Because the population growth is within current SCAG and VCAPCD projections, implementation of the 2021-2029 Housing Element would not conflict with the AQMP and would not increase population growth beyond what is forecasted in the most recently adopted AQMP; impacts would be less than significant.

LESS THAN SIGNIFICANT

- c. Would the project result in a net increase of any criteria air pollutant in excess of quantitative thresholds recommended by the VCAPCD?*

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but only facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. Therefore, air quality modeling will be required for environmental assessments conducted for specific development proposals as part of the permitting process for those projects. Instead, the VCAPCD thresholds for the 2021-21029 Housing Element evaluation were used, where potential population growth determines the potential impact. The 2021-2029 Housing Element itself would not produce air pollutants and would have no impact.

NO IMPACT

- d. Would the project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?*
- e. Would the project create objectionable odors affecting a substantial number of people?*

The 2021-2029 Housing Element would implement residential development throughout the city on identified AHD Rezone Sites. These would include increased density and infill on sites currently zoned for commercial, light industrial, and business research uses. Potential pollutants would include those that occur throughout the city. The VCAPCD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, hospitals, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes. Each of these land use types is present in Oxnard, with some being proximate to the AHD Rezone Sites.

Residential development does not usually produce substantial pollutants and thus implementation of projects under the 2021-2029 Housing Element would not expose sensitive receptors to these

pollutants in substantial measure. Nonetheless, individual projects could expose occupants of residential uses to industrial pollution if infill development occurred coincidental with industrial uses, sensitive users could be exposed to higher levels of pollutant concentrations. Individual projects would undergo project-specific environmental review to determine if nearby uses would expose residential uses to source pollutants in excessive amounts. Furthermore, all projects would be required to align development standards to provide buffers between residential and other kinds of uses, particularly that would buffer sensitive uses from pollutants.

The AQMP identifies uses that may require mitigation due to substantial odor, including industrial production and agricultural uses. Residential land uses are not identified as uses that create objectionable odors. Therefore, the project would not generate any objectionable odors and there is no potential for a significant impact to the environment from the creation of objectionable odors affecting a substantial number of people.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to pollution and odor will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on exposure to criterion pollutants and creation of objectionable odors.

LESS THAN SIGNIFICANT IMPACT

4 Biological Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Oxnard contains a variety of biological communities that provide habitat for both rare and common species. These are mostly human-modified habitats, with the vast majority of the city including

mostly urban, industrial, or agricultural production areas. In some areas, a series of industrial oil fields within agricultural lands exists. Native habitats exist mostly on the edges of the city and within the Coastal Zone.

For the purposes of these guidelines, a sensitive biological resource is defined as follows:

- A plant or animal that is currently listed by a state or federal agency(ies) as endangered, threatened, rare, protected, sensitive or a Species of Special Concern or federally listed critical habitat
- A plant or animal that is currently listed by a state or federal agency(ies) as a candidate species or proposed for state or federal listing
- A habitat that is under the jurisdiction of a state or federal resource agency that is responsible for resource protection (e.g., California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, U.S. Army Corps of Engineers, National Marine Fisheries Service)
- A locally designated or recognized species or habitat

The study area for biological resources includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in developed areas outside the Coastal Zone planning area and other sensitive habitats, such as the Santa Clara River.

Impact Analysis

- a. *Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- b. *Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?*
- c. *Would the project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*

The Oxnard Panning Area includes the surrounding Oxnard Plain that is unincorporated County land and consists of agricultural and urban land uses. Valley Foothill Riparian habitat can be found adjacent to the Santa Clara River and Marine, Coastal Scrub, and Saline Emergent Wetland habitats can be found along the western (or coastal) portion of the Planning Area (City of Oxnard 2006). These habitats also provide important foraging, dispersal, and migratory corridors for common and special-status species in Oxnard and the surrounding region.

Special-status species are those plants and animals listed, proposed for listing, or candidates for listing as Threatened or Endangered by the United States Fish and Wildlife Service (USFWS) under the Federal Endangered Species Act. A number of sensitive plant species are known to occur or have the potential to occur in the habitats described above, including Ventura Marsh milk-vetch, Salt Marsh's birdsbeak, and slender-horned spineflower. Similarly, numerous special-status bird, mammal, invertebrate, fish, and reptile species are found in these habitats, including western

yellow-billed cuckoo, western snowy plover, California least tern, and tidewater goby (City of Oxnard 2009).

The 2030 General Plan Environmental Resources chapter contains goals and policies designed to avoid impacts to the unique sensitive biological resources of the planning area, including the following:

Goal ER-1: Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.

Policy ER-1.1. Protect the City’s natural resource areas, fish and wildlife habitat, scenic areas, open space areas, parks, and cultural and historic resources from unnecessary encroachment or harm and if encroachment or harm is necessary, fully mitigate the impacts to the maximum extent feasible.

Goal ER-2: Maintenance and enhancement of natural resources and open space.

Policy ER-2.2. Evaluate existing and potential sensitive habitat areas (Environmentally Sensitive Habitat Area in the Coastal Zone – ESHA) as resource protection or open space land uses, including but not limited to: 1) Ormond Beach wetlands and upland areas, 2) Santa Clara River estuary and riverbed, 3) Edison Canal and harbor-related habitat areas, and 4) various dune habitat areas.

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

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

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

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

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

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

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

Policy ER-4.3. Designate areas that encompass sensitive habitat areas and provide areas for educational and research purposes.

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

Policy ER-4.5. Require careful planning of new development in or near areas that are known to have particular value for biological resources to maintain sensitive vegetation and wildlife habitat.

Policy ER-4.6. Adopt and/or continue to maintain resource protection zoning designation for sensitive habitats to prevent the encroachment of detrimental land uses.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Generally, the AHD Rezone Sites proposed in the 2021-2029 Housing Element consist mostly of infill development in already-developed areas and away from riparian and other sensitive habitats, including the Santa Clara River, Ormond Beach wetlands, the Edison Canal, and the McGrath Lake vicinity. Vernal pools and other designated State or federal wetlands would also not be close to the AHD Rezone Sites, which occur mainly in already developed areas of the city and on undeveloped lands that are not adjacent to the riparian and sensitive habitat areas described above. Adherence with 2030 General Plan goals and policies and compliance with federal and State regulations that protect sensitive species and their habitats and be subject to ordinances in the OCC designed to minimize biological resource impacts.

On undeveloped parcels or parcels with mature trees and nesting bird habitat, impacts could occur and thus projects proposed on AHD Rezone Sites meeting this description would be subject to Mitigation Measure BIO-1, Preconstruction Biological Survey, and Mitigation Measure BIO-2, Nesting Bird Protection.

Mitigation Measure BIO-1: Pre-Construction Biological Survey

Projects proposed on undeveloped lots shall be subject to a pre-construction biological survey. Within 48 hours of ground disturbance and vegetation removal, a qualified biologist shall conduct a pre-construction survey for potential rare, listed, or other special-status wildlife species. The survey shall include all proposed work areas, access routes, and staging areas plus a 50-foot buffer where accessible. If special-status species are observed during the survey, they shall be relocated by the qualified biologist to nearby suitable habitat, but far enough where they will not re-enter the project site. If a threatened or endangered species is observed, consultation with the appropriate regulatory agency shall be conducted prior to removing the species and work will not commence until approved by the regulatory agency.

Mitigation Measure BIO-2: Nesting Bird Protection

If construction requires any vegetation trimming or tree removal during the nesting bird season (February 1 to August 31), pre-construction surveys shall be conducted by a qualified biologist not more than one week before construction to determine the presence or absence of nesting birds on the project site. The survey shall be repeated if a lapse occurs in construction activity of two weeks or more. If active nests are found, the qualified biologist shall establish an appropriate buffer, accounting for species sensitivity and the physical location of the nest (line of sight to the work area)

to comply with California Fish and Game Code Sections 3503 and 3503.5. In no case shall the buffer be smaller than 50 feet for passerine species and 200 feet for raptor species. To prevent encroachment, the established buffer(s) shall be clearly marked using high-visibility material. Encroachment into the buffer shall be prohibited unless approved by the qualified biologist with adequate restrictions, protections, and/or monitoring to ensure that impacts to the nest are avoided. The established buffer(s) shall remain in effect until the young have fledged or the nest is abandoned.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. Therefore, potential impacts to biological resources will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on biological resources. With implementation of prescribed mitigation and adherence to 2030 General Plan policies and City regulations, impacts would be less than significant to sensitive species and their habitats and to riparian habitat and wetlands.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

- d. *Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*

Several areas in Oxnard are used as migratory corridors for the movement of wildlife, predominantly Santa Clara River and the riparian areas that border it, even though waterways and riparian habitats are already heavily impacted by urban and agricultural land uses leading to degraded conditions in these areas (City of Oxnard 2009).

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Nevertheless, the AHD Rezone Sites do not occur near or adjacent to the habitats described above, and they are generally in developed areas or areas currently used for agricultural cultivation near arterial roadways, as illustrated in Figure 2, Sheets 1 and 2. Implementation of projects on those sites under the 2021-2029 Housing Element would not interfere with wildlife corridors and wildlife nursery sites. Therefore, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will

be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Implementation of the 2021-2029 Housing Element would be subject to all applicable local policies and regulations related to the protection of important biological resources. The City of Oxnard does not have a specific tree protection ordinance in place, but the 2030 General Plan does include policies designed to promote and manage trees throughout the city, including increasing awareness of the importance of trees for enhancing property values and reducing energy. During design review projects would be required to submit landscape design plans that would be reviewed by the City's landscape architect. Policy ER-10.2 of the 2030 General Plan directs the City to develop a tree management program and ordinance, which would include permitting requirements and procedures for the removal of certain trees on public and private property. This would apply to any projects proposed under the 2021-2029 Housing Element. With adherence to these policies and review processes, implementation of projects on the AHD Rezone Sites would not conflict with local tree preservation policies. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- f. Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?*

A portion of the Santa Clara River lower watershed is within northern Oxnard and includes McGrath State Beach and the Santa Clara Estuary Natural Preserve. The Conservation Plan for the Lower Santa Clara River Watershed and Surrounding Areas was adopted in 2008 by The Nature Conservancy and its local, regional, and State partners (Nature Conservancy 2008). The Santa Clara River Enhancement and Management Plan was put in place in 2005 to provide a guidance document for the preservation, enhancement, and sustainability of the physical, biological, and economic resources that occur within the 500-year floodplain limits of the Santa Clara River mainstem that will be of benefit to Stakeholders when planning and implementing projects and activities (AMEC Earth and Environmental 2005). The United Water Conservation District (United) also has a conservation plan in place for the Santa Clara River watershed (United 2014), which is undergoing an update at this time. These plans all address habitat and water conservation in the Santa Clara River watershed and apply to the areas of Oxnard adjacent to and near the river. There are no AHD Rezone Sites proposed near these locations.

The AHD Rezone Sites are situated throughout Oxnard, but none are located within the Santa Clara River watershed or surrounding areas. Therefore, implementation of the 2021-2029 Housing Element would not interfere with any habitat conservation plans. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The 2021-2029 Housing Element itself would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

5 Cultural Resources and Tribal Cultural Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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CULTURAL RESOURCES

Would implementation of the 2021-2029 Housing Element:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| a. Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Cause a substantial adverse change in the significance of a unique archaeological resource pursuant to Section 15064.5? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

TRIBAL CULTURAL RESOURCES

Would implementation of the 2021-2029 Housing Element cause a substantial adverse change in the significance of a tribal cultural resource, defined in a PRC Section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

- | | | | | |
|--|--------------------------|-------------------------------------|-------------------------------------|--------------------------|
| e. Disturb any human remains, including those interred outside of formal cemeteries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of PRC Section 5024.1? In applying the criteria set forth in subdivision (c) of PRC Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe. | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

The earliest residents of the region were the Chumash Indians, known for their well-constructed canoes, fine basket work, and one of the most complex hunter-gatherer cultures. The Ventureno Chumash occupied the area from Topanga Canyon northwest to San Luis Obispo. European presence began in 1542 when Portuguese explorer Juan Rodriquez Cabrillo sailed into Point Mugu lagoon and described the area as “the land of everlasting summers.” After a number of Spanish explorations,

Mission San Buenaventura was established in 1782 as a midway point between the San Diego and Monterey Missions. By the late 19th century, the agriculture potential of the Oxnard Plain became more and more evident. More crops were rotated in with lima beans, including sugar beets, barley and citrus. In addition, this success in the sugar beet industry led to the construction of the America Sugar Beet Factory in La Colonia. The local farming industry quickly reoriented to focus on the sugar beet industry, which created unprecedented economic growth.

A town quickly developed close to the beet factory to provide services for the factory and its workers. The Oxnard Improvement Company was created in 1898 to design the town site, focused around a town square called “the Plaza” (presently Plaza Park). Businesses and residences were constructed around the town square, followed by schools and churches. Incorporated in 1903, the City of Oxnard took its name from the Oxnard Brothers who founded the local sugar beet factory.

The study area for cultural resources and tribal cultural resources includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in developed areas of the city.

Impact Analysis

- a. *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?*

An historic resource is defined as any object, building, structure, site, area, place, record, or manuscript that a lead agency determines to be historically significant (State CEQA Guidelines, Section 15064.5[a][1-3]). Specific criteria must be met to be determined historically significant and an Historic Resources Assessment is the analysis applied to most resources 50 years or older. The 2030 General Plan Community Development and Environmental Resources chapters prioritize preserving cultural resources, including historical buildings and structures through the implementation of the following goals and policies:

Goal CD-3 A city of stable, safe, attractive, and revitalized neighborhoods with adequate parks, schools, infrastructure, and community identity and pride

Policy CD-3.1. Protect existing residential neighborhoods from the encroachment of incompatible activities and land uses as determined through environmental review and/or determination by the Planning Commission.

Goal CD-9 A high quality visual image and perception of the city.

Policy CD-9.1. Recognize, preserve, and improve the visual identity and character of existing neighborhoods. Infill development shall respect historic structures and be of compatible scale and character with historic areas.

Goal CD-11 Protected historic and authentic qualities of Oxnard’s traditional neighborhoods and historic districts.

Policy CD-11.1. Promote an increased awareness of the Cultural Heritage Area, Heritage Square, Central Business District (CBD), and Henry T. Oxnard Historic District, and their historic landmarks through signage and appropriate pedestrian-oriented street furniture.

Policy CD-11.2. Seek to preserve historical structures and neighborhoods by evaluating the potential to expand and create new historic neighborhoods.

Policy CD-11.3. Ensure that new public and private investment protects and enhances Oxnard’s existing cultural resources, traditional neighborhoods, and historic districts, to the extent feasible.

Policy CD-11.4. Require new developments within historic areas to incorporate historic and natural features and adaptive reuse into site development planning.

Goal ER-11 Identification, protection, and enhancement of the City’s archaeological, historical, and paleontological resources.

Policy ER-11.4. Support public and private efforts to preserve, rehabilitate, and continue the use of historic structures, sites, and districts. Where applicable, preservation efforts shall confer with the Ventura County Cultural Heritage Board and conform to the current Secretary of the Interior’s Standards for Treatment of Historic Properties and Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Building and the California Office of Historic Preservation.

Policy ER-11.5. Utilize, when possible, the State Historic Building Code for historic properties to encourage adaptive reuse.

Policy ER-11.8. Maintain a historical resource inventory, discourage demolition or alteration of historical buildings unless they are declared unsafe, and strongly encourage rehabilitation and/or adaptive reuse.

As of 2009, Oxnard contained 31 previously recorded historic resources, including the Henry T. Oxnard National Historic District and the Leonard Ranch Historic District (City of Oxnard 2011). Identified historic structures and sites that are eligible for National Register of Historic Resources listing may be vulnerable to construction associated with infill development if they were damaged by construction or if their context was changed significantly. While the candidate AHD Rezone Sites are not situated in the downtown area, the 2021-2029 Housing Element would facilitate development of up to 823 units on the AHD Rezone Sites, some of which may contain historic era resources that would need to be evaluated for significance before project construction could begin, in accord with Public Resources Code Section 21084.1.

The City adopted the State requirements for historic preservation (OCC Section 14-9) and if a building or structure is 50 years or more old on a site and it would be removed as part of a new development project, it would be subject to an Historic Resources Assessment as part of the environmental review process for that project, pursuant to OCC Section 14-9, which adopts the California Historical Building Code in its entirety, including provisions for the assessment of potential resources. If structures are found to be significant, they would be required to be treated according to the Historical Building Code, such that they would be integrated into project design or documented before removal. This would be decided on a case-by-case basis and dependent upon determination of significance.

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Element will have a less than significant impact on historic resources. Nonetheless, with adherence to these regulations and the 2030 General Plan goals and policies, impacts to historic resources would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?

The planning area contains numerous previously recorded cultural resources, but the AHD Rezone Sites are mostly situated in developed urban areas that have been previously disturbed and graded for existing development. Some AHD Rezone Sites would occur on undeveloped lands used for agricultural purposes, but the processes associated with cultivation, including plowing and harvesting, would likely have affected any existing archaeological resources. Nonetheless, effects on archaeological resources can only be known once a specific project has been proposed because effects depend highly on the individual project site conditions and the characteristics of proposed ground-disturbing activity.

Ground-disturbing activities associated with development facilitated by the 2021-2029 Housing Element, particularly on AHD Rezone Sites that have not previously been developed with urban uses, have not been studied through a cultural resources investigation, or for projects where excavation depths exceed those previously attained, have the potential to damage or destroy previously-unknown historic or prehistoric archaeological resources that may be present on or below the ground surface. Consequently, damage to or destruction of previously-unknown sub-surface cultural resources could occur as a result of development under the 2021-2029 Housing Element. To ensure that development on the AHD Rezone Sites does not have a detrimental effect on archaeological resources, each project will need to be assessed as it is proposed.

The 2030 General Plan Environmental Resources chapter includes a goal and the following policies to protect cultural resources, including requiring avoidance where feasible. These are listed below.

- Goal ER-1** Protection of natural and cultural resources, agriculture, and open spaces is well integrated with the built environment and human activities and achieves a symbiotic, mutually-beneficial, sustainable relationship.

 - Policy ER1.1.** Protect the City’s natural resource areas, fish and wildlife habitat, scenic areas, open space areas, parks, and cultural and historic resources from unnecessary encroachment or harm and if encroachment or harm is necessary, fully mitigate the impacts to the maximum extent feasible.

- Goal ER-11** Identification, protection, and enhancement of the City’s archaeological, historical, and paleontological resources.

 - Policy ER-11.1.** Continue to require a qualified archaeologist to perform a cultural resources study prior to project approval. Inspection for surface evidence of archaeological deposits, and archaeological monitoring during grading should be required in areas where significant cultural resources have been identified or are expected to occur.
 - Policy ER-11.2.** Ensure that alternatives are considered, including planning construction to avoid archeological sites, deeding archaeological sites into permanent conservation easements, and planning parks, greenspace, or other open

space to incorporate archaeological sites in the event that development threatens significant archaeological resources.

Policy ER-11.3. Continue to require project applicants to have a qualified archaeologist conduct a record search at the South Central Coast Information Center located at California State University Fullerton and other appropriate historical repositories, conduct field surveys where appropriate, and prepare technical reports, where appropriate, meeting California Office of Historic Preservation Standards (Archaeological Resource Management Reports) prior to project approval.

Policy ER-11.6. In the event that archaeological/paleontological resources are discovered during site excavation, continue to require that grading and construction work on the project site is suspended until the significance of the features can be determined by a qualified archaeologist/paleontologist.

The likelihood that intact archaeological resources, paleontological resources, or human remains are present in the surficial soil layer is low. In the event that archaeological resources are identified, as defined by Section 2103.2 of the Public Resources Code, the project site would require treatment in accordance with the provisions of Section 21083.2 of the Public Resources Code as appropriate, as well as policies laid out in the City's 2030 General Plan.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Potential impacts to cultural resources will be determined under the project review process for AHD Rezone Sites. The 2021-2029 Housing Element will have a less than significant impact on cultural resources. Nonetheless, with adherence to the 2030 General Plan Environmental Resources chapter policies and implementation of standard conditions for new development, impacts would be reduced to less than significant.

LESS THAN SIGNIFICANT IMPACTS

- c. *Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?*

While the AHD Rezone Sites are mostly in currently developed, urban areas, paleontological resources may be present in fossil-bearing sediments and geologic units either at or below the ground surface. Ground-disturbing activities in geologic units with high paleontological sensitivity have the potential to damage or destroy paleontological resources that may be present. Therefore, activities resulting from implementation of the proposed 2021-2029 Housing Element, including construction-related and earth-disturbing actions, could damage or destroy fossils in these geologic units resulting in a significant impact.

As with cultural resources, effects on paleontological resources are only knowable once a specific project has been proposed because the effects depend highly on the individual project site conditions (in this case, the geologic setting) and the characteristics of the proposed

ground-disturbing activity. Ground-disturbing activities associated with development facilitated by the 2021-2029 Housing Element, particularly in areas that have not been developed previously with urban uses, have not been studied through a paleontological resources investigation, or when excavation depths would exceed those previously attained, have the potential to damage or destroy paleontological resources that may be present on or below the ground surface. Consequently, damage to or destruction of fossils could occur as a result of development under the proposed 2021-2029 Housing Element. To ensure development on the AHD Rezone Sites does not have a detrimental effect on fossils, each project will need to be assessed as it is proposed in terms of the potential for paleontological resources to be present.

Goal ER-11 and Policy ER-11.6 of the 2030 General Plan Environmental Resources chapter are in place to protect paleontological resources, but identification and treatment of paleontological resources is not addressed. Therefore, impacts to paleontological resources associated with implementation of the 2021-2029 Housing Element are potentially significant and would be subject to Mitigation Measure CUL-1.

Mitigation Measure CUL-1: Paleontological Resource Studies

For any development in Oxnard that occurs within high sensitivity geologic units, whether they are mapped at the surface or hypothesized to occur in the subsurface, the City shall require a paleontological assessment and avoidance and/or mitigation for potential impacts to paleontological resources. The City shall require the following specific requirements for projects that could disturb geologic units with high paleontological sensitivity, whether they are mapped at the surface or hypothesized to occur in the subsurface.

1. **Retain a Qualified Paleontologist.** Prior to initial ground disturbance within highly sensitive geologic units, the applicant shall retain a project paleontologist, defined as a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, to direct all mitigation measures related to paleontological resources (SVP 2010). A qualified paleontologist (Principal Paleontologist) is defined by the SVP standards as an individual with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California, and who has worked as a paleontological mitigation project supervisor for a least one year.
2. **Paleontological Mitigation and Monitoring Program.** Prior to construction activity, a qualified paleontologist should prepare a Paleontological Mitigation and Monitoring Program to be implemented during ground disturbance activity for the proposed project. This program should outline the procedures for construction staff Worker Environmental Awareness Program (WEAP) training, paleontological monitoring extent and duration, salvage and preparation of fossils, the final mitigation and monitoring report, and paleontological staff qualifications.
3. **Paleontological Worker Environmental Awareness Program.** Prior to the start of construction, the project paleontologist or his or her designee, shall conduct training for construction personnel regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. The WEAP shall be fulfilled at the time of a preconstruction meeting at which a qualified paleontologist shall attend. In the event of a fossil discovery by construction personnel, all work in the immediate vicinity of the find shall cease and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. If it is determined that the fossil(s) is(are) scientifically significant, the qualified

paleontologist shall complete the following conditions to mitigate impacts to significant fossil resources.

4. **Paleontological Monitoring.** Ground disturbing construction activities (including grading, trenching, foundation work and other excavations) at the surface in areas mapped as high paleontological sensitivity and exceeding 5 feet in depth in areas overlying potentially high paleontological sensitivity units should be monitored on a full-time basis by a qualified paleontological monitor during initial ground disturbance. The Paleontological Mitigation and Monitoring Program shall be supervised by the project paleontologist. Monitoring should be conducted by a qualified paleontological monitor, who is defined as an individual who has experience with collection and salvage of paleontological resources. The duration and timing of the monitoring will be determined by the project paleontologist. If the project paleontologist determines that full-time monitoring is no longer warranted, he or she may recommend that monitoring be reduced to periodic spot-checking or cease entirely. Monitoring would be reinstated if any new or unforeseen deeper ground disturbances are required and reduction or suspension would need to be reconsidered by the Supervising Paleontologist. Ground disturbing activity that does not occur in areas mapped as high sensitivity or that do not exceed 5 feet in depth in areas overlying potentially high sensitivity units would not require paleontological monitoring.
5. **Salvage of Fossils.** If significant fossils are discovered, the project paleontologist or paleontological monitor should recover them. Typically fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case the paleontologist should have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Work may continue outside of a buffer zone around the fossil, usually 50-100 feet (specific distance may be determined by the project paleontologist).
6. **Preparation and Curation of Recovered Fossils.** Once salvaged, significant fossils should be identified to the lowest possible taxonomic level, prepared to a curation-ready condition and curated in a scientific institution with a permanent paleontological collection (such as the University of California Museum of Paleontology), along with all pertinent field notes, photos, data, and maps. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist.
7. **Final Paleontological Mitigation Report.** Upon completion of ground disturbing activity (and curation of fossils if necessary) the qualified paleontologist should prepare a final mitigation and monitoring report outlining the results of the mitigation and monitoring program. The report should include discussion of the location, duration and methods of the monitoring, stratigraphic sections, any recovered fossils, and the scientific significance of those fossils, and where fossils were curated.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific

environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to scenic vistas will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on paleontological resources. Nonetheless, implementation of 2030 General Plan policies and Mitigation Measure CUL-1 would reduce impacts to paleontological resources to a less than significant level.

LESS THAN SIGNIFICANT WITH MITIGATION INCORPORATED

d. and e. Would the project disturb any human remains, including those interred outside of formal cemeteries?

Human burials outside of formal cemeteries often occur in prehistoric archaeological contexts. Although much of the city is built out, the potential still exists for these resources to be present. Excavation during construction activities in Oxnard would have the potential to disturb these resources, including Native American burials.

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the Public Resources Code and the California Health and Safety Code (Sections 7050.5, 7051, and 7054) has provisions for the protection of human burial remains. Existing regulations address the illegality of interfering with human burial remains, and protect them from disturbance, vandalism, or destruction. Public Resources Code Section 5097.98 establishes procedures to be implemented if Native American skeletal remains are discovered, and addresses the disposition of Native American burials. This regulation protects such remains and establishes the NAHC to resolve any related disputes.

The 2030 General Plan Environmental Resources chapter contains a goal and policy to address the treatment of Native American remains as follows:

Goal ER-11 Identification, protection, and enhancement of the City’s archaeological, historical, and paleontological resources.

Policy ER-11.1. Continue to comply with State laws relating to the disposition of Native American burials consistent with the CEQA Guidelines (Section 15064.5) if human remains of possible Native American origin are discovered during project construction.

The AHD Rezone Sites occur largely in developed urban areas previously disturbed and graded for existing development, but a few include currently undeveloped lands used for agriculture production. Nevertheless, even in previously disturbed sites, it is possible that unanticipated cultural resource remains are encountered during construction or land modification activities associated with development projects facilitated by the 2021-2029 Housing Element. If human remains are unearthed, the State Health and Safety Code Section 7050.5 requires that no further disturbance shall occur until the coroner has made the necessary findings as to origin and disposition pursuant to Public Resources Code Section 5097.98. If there is a possibility that the remains are of Native American origin, Mitigation Measure CUL-2 would be required.

Mitigation Measure CUL-2: Unanticipated Discovery of Human Remains and Associated Funerary Objects

The term “human remains” encompasses more than human bones. In ancient as well as historic times, Tribal Traditions included, but were not limited to, the burial of associated cultural resources (Funerary objects) with the deceased, and the ceremonial burning of human remains. These remains are to be treated in the same manner as bone fragments that remain intact. Associated funerary objects are objects that, as part of the death rite or ceremony of a culture, are reasonably believed to have been placed with individual human remains either at the time of death or later; other items made exclusively for burial purposes or to contain human remains can also be considered as associated funerary objects. The Native American Graves Protection and Repatriation Act guidance specifically states that the federal agencies will consult with organizations on whose aboriginal lands the remains and cultural items might be discovered, who are reasonably known to have a cultural relationship to the human remains and other cultural items. Therefore, it is appropriate to consult with local Native American groups as recommended by the California Native American Heritage Commission.

Any discoveries of human skeletal material shall be immediately reported to the County Coroner. The monitor shall immediately divert work at a minimum of 50 feet and place an exclusion zone around the burial. The monitor shall then notify the Qualified Archaeologist and the construction manager who shall call the coroner. Work shall continue to be diverted while the coroner determines whether the remains are Native American. The discovery shall be kept confidential and secure to prevent any further disturbance. If Native American, the coroner will notify the California NAHC as mandated by state law who will then appoint a Most Likely Descendent. The Most Likely Descendant shall provide recommendations as to the treatment and disposition of the human remains within 48 hours MLD designation. In the case where discovered human remains cannot be fully documented and recovered on the same day, the remains shall be covered with a protective casing to prevent further damage or looting.

If the coroner determines the remains represent a historic non-Native American burial, the burial shall be treated in the same manner of respect with agreement of the coroner. Reburial will be in an appropriate setting. If the coroner determines the remains to be modern, the coroner will take custody of the remains. Each occurrence of human remains and associated funerary objects shall be stored in accordance with methods agreed upon between the MLD and the landowner.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to human remains will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on unanticipated human remains discoveries. Nonetheless, Implementation of 2030 General Plan policies and Mitigation Measure CUL-2 would reduce potential impacts to human remains to a less than significant level.

LESS THAN SIGNIFICANT IMPACT WITH MITIGATION INCORPORATED

- f. *Would the project damage a resource determined by the lead agency to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, particularly those of significance of the resource to a California Native American tribe?*

As of July 1, 2015, California Assembly Bill 52 of 2014 (AB 52) was enacted and expanded CEQA by defining a new resource category, “tribal cultural resources (TCR).” AB 52 establishes 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” (Public Resources Code Section 21084.2). It further states that the lead agency shall establish measures to avoid impacts that would alter the significant characteristics of a tribal cultural resource, when feasible (Public Resources Code Section 21084.3).

Effects on tribal cultural resources are only knowable once a specific project has been proposed because the effects depend highly on the individual project site conditions and the characteristics of the proposed activity. Although the current AB 52 for this document failed to identify any TCRs, new TCRs may be identified or established over the course of the phased implementation of the 2021-2029 Housing Element, which is expected to occur over the course of eight years. Therefore, as specific projects are proposed, consultation with tribes under AB 52 shall occur to determine if any TCRs may be impacted by project specific elements. If TCRs are identified during future AB 52 consultation efforts, impacts to any such TCRs would be potentially significant unless Mitigation Measure CUL-3 is incorporated.

Mitigation Measure CUL-3: Unanticipated Discovery of Tribal Cultural Resources

A qualified archaeologist and Native American Monitor shall be present during construction-related ground disturbance activities in order to identify any unanticipated discovery of tribal cultural resources. The qualified archaeologist and Native American monitor may be different individuals or the same individual if the City determines that individual qualifies as both a qualified archaeologist and Native American monitor. All archaeological resources unearthed by construction activities shall be evaluated by the qualified archaeologist and Native American Monitor. If the resources are determined to be human remains (see also Mitigation Measure TCR-3) the coroner shall be notified, and if the human remains are Native American in origin, the coroner shall notify the NAHC as mandated by state law, who will then appoint a most likely descendent, who shall then coordinate with the landowner regarding treatment and curation of these resources. Typically, the most likely descendent will request reburial or preservation for educational purposes. If a resource is determined by the qualified archaeologist to constitute a “historical resource” pursuant to CEQA Guidelines Section 15064.5(a) or a “unique archaeological resource” pursuant to PRC Section 21083.2(g), the qualified archaeologist shall coordinate with the applicant and the City to develop a formal treatment plan that would serve to reduce impacts to the resources. The treatment plan established for the resources shall be in accordance with CEQA Guidelines Section 15064.5(f) for historical resources and PRC Sections 21083.2(b) for unique archaeological resources. Preservation in place (i.e., avoidance) is the preferred manner of treatment. If preservation in place is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. Any historic archaeological material that is not Native American in origin shall be curated at a public, non-profit institution with a research interest in the materials, such as the Natural History Museum of Los Angeles County or the Fowler Museum, if such an institution agrees to accept the material. If no institution accepts the archaeological material, they shall be donated to a local school or historical society in the area for educational purposes.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to TCRs will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on TCRs. Nonetheless, Implementation of 2030 General Plan policies and Mitigation Measure CUL-3 would reduce potential impacts to TCRs to a less than significant level.

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6 Energy

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Would implementation of the 2021-2029 Housing Element:

a. Involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require additional energy facilities, the provision of which may have a significant effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Be inconsistent with existing energy standards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

California is one of the lowest per capita energy users in the United States, ranked 48th in among states, due to its energy efficiency programs and mild climate. In 2019, California consumed 662 million barrels of petroleum, 2,144 billion cubic feet of natural gas, and one million short tons of coal in 2018 (United States Energy Information Administration [EIA] 2021a). The single largest end-use sector for energy consumption in California is transportation (39.4 percent), followed by industrial (23.1 percent), commercial (18.8 percent), and residential (18.7 percent) (EIA 2021b).

Most of California’s electricity is generated in state with approximately 28 percent imported from the Northwest and Southwest in 2019; however, the state relies on out-of-state natural gas imports for nearly 90 percent of its supply (California Energy Commission [CEC] 2021a and 2021b). In addition, approximately 32 percent of California’s electricity supply comes from renewable energy sources, such as wind, solar photovoltaic, geothermal, and biomass (CEC 2021a). In 2018, Senate Bill 100 accelerated the state’s Renewable Portfolio Standards Program, codified in the Public Utilities Act, by requiring electricity providers to increase procurement from eligible renewable energy and zero-carbon resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.

To reduce statewide vehicle emissions, California requires all motorists to use California Reformulated Gasoline, which is sourced almost exclusively from in-state refineries. Gasoline is the most used transportation fuel in California with 14.0 billion gallons sold in 2020 and is used by light-duty cars, pickup trucks, sport utility vehicles, and aviation (California Department of Tax and

Fee Administration 2021). Diesel is the second most used fuel in California with 4.2 billion gallons sold in 2015 and is used primarily by heavy duty-trucks, delivery vehicles, buses, trains, ships, boats and barges, farm equipment, and heavy-duty construction and military vehicles (California Energy Commission 2016).

Energy consumption is directly related to environmental quality in that the consumption of nonrenewable energy resources releases criteria air pollutant and GHG emissions into the atmosphere. The environmental impacts of air pollutant and GHG emissions associated with the project's energy consumption are discussed in detail in Section 3, *Air Quality*, and Section 8, *Greenhouse Gas Emissions*, respectively.

Projects that are proposed under the 2021-2029 Housing Element would be required to undergo project-specific evaluation to quantify specific impacts to energy consumption, which would occur during the permitting process for that project. As the criteria needed to assess these impacts is only available to the City upon submittal of a specific project proposal, any quantitative analysis would be speculative at this time. All projects would be required to conform to local, State, and federal regulations governing energy consumption reduction.

Impact Analysis

- a. *Would the project involve wasteful, inefficient, or unnecessary consumption of energy during project construction, operation, maintenance, and/or removal?*

- c. *Would the project be inconsistent with existing energy standards?*

Reasonably foreseeable development under the 2021-2029 Housing Element would consume energy during construction and operation using petroleum fuel, natural gas, and electricity, as further addressed below.

Construction

Energy use during construction associated with reasonably foreseeable development under the 2021-2029 Housing Element would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to construction trailers or electric construction equipment. Energy use during the construction of individual projects would be temporary in nature, and equipment used would be typical of construction projects in the region. In addition, construction contractors would be required to demonstrate compliance with applicable CARB regulations that restrict the idling of heavy-duty diesel motor vehicles and govern the accelerated retrofitting, repowering, or replacement of heavy-duty diesel on- and off-road equipment.

Construction activities associated with reasonably foreseeable development under the 2021-2029 Housing Element would be required to utilize fuel-efficient equipment consistent with State and federal regulations and would comply with State measures to reduce the inefficient, wasteful, or unnecessary consumption of energy. In addition, individual projects would be required to comply with construction waste management practices to divert 80 percent of construction and demolition debris. Developers would be required to complete the Construction and Demolition Waste Management Plan Form and use City-approved haulers to remove mixed construction debris in accordance with the standards set by the Department of Public Works.

These practices would result in efficient use of energy during construction of future development under the 2021-2029 Housing Element. Furthermore, in the interest of both environmental awareness and cost efficiency, construction contractors would not utilize fuel in a manner that is wasteful or unnecessary. Therefore, future construction activities associated with reasonably foreseeable development under the 2021-2029 Housing Element would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy, and impacts would be less than significant.

Operation

Long-term operation of new projects developed in accordance with the 2021-2029 Housing Element would require permanent grid connections for electricity and natural gas service to power internal and exterior building lighting, and heating and cooling systems. As previously discussed, the 2021-2029 Housing Element would prioritize development in previously developed areas of Oxnard already served by energy providers. Electricity service in the city is provided by Southern California Edison (SCE) and Southern California Gas Company (SoCalGas) provides natural gas services to residents and businesses in the city.

Reasonably foreseeable development under 2021-2029 Housing Element would be subject to the energy conservation requirements of the California Energy Code (Title 24, Part 6 of the California Code of Regulations, California's Energy Efficiency Standards for Residential and Nonresidential Buildings), the California Green Building Standards Code (CALGreen, Title 24, Part 11 of the California Code of Regulations). The California Energy Code provides energy conservation standards for all new and renovated commercial and residential buildings constructed in California. This Code applies to the building envelope, space-conditioning systems, and water-heating and lighting systems of buildings and appliances and provides guidance on construction techniques to maximize energy conservation. Minimum efficiency standards are given for a variety of building elements, including appliances; water and space heating and cooling equipment; and insulation for doors, pipes, walls, and ceilings. The Code emphasizes saving energy at peak periods and seasons and improving the quality of installation of energy efficiency measures. CALGreen sets targets for energy efficiency; water consumption; dual plumbing systems for potable and recyclable water; diversion of construction waste from landfills; and use of environmentally sensitive materials in construction and design, including eco friendly flooring, carpeting, paint, coatings, thermal insulation, and acoustical wall and ceiling panels. Furthermore, the 2030 General Plan Sustainable Communities and Infrastructure and Community Services chapters contain the following goals and policies that support ongoing efforts to conserve energy and reduce the effects of climate change:

Goal SC-1 Supporting and Participating in Global Warming and Climate Change Adaptation analysis and programs.

Policy SC-1.2. Support Statewide Global Warming and Climate Change Mitigation. Continue to monitor and support the efforts of the California Air Resources Board and other agencies as they formulate Global Warming and Climate Change adaptation and mitigation strategies and programs.

Goal SC-3 Energy efficiency performance standards and generation from renewable sources.

Policy SC-3.1. New Residential Development. Encourage incorporation of passive and active energy and resources conservation design and devices in new residential development and substantial remodels and/or expansions.

Policy SC-3.2. Develop a City Energy Action Plan. Develop an Energy Action Plan (EAP) that identifies feasible programs that reduce energy consumption within City government facilities and the City vehicle fleets by at least ten percent below 2005 levels.

Policy SC-3.3. Develop a Community Energy Action Plan. Develop a Community Energy Action Plan that identifies feasible programs that reduce private sector and institutional consumption of energy.

Policy SC-3.4. Alternative Energy for Public Buildings. As part of the City and Community EAP's, transition City and other semi-public and large energy users to solar and wind energy sources over a reasonable and feasible time period

Policy SC-3.5. Load Shifting Devices. As part of the City EAP, consider installing devices on municipal buildings that reduce the power required to operate equipment and for shifting the equipment usage to off-peak hours.

Policy SC-3.6. Targets for Zero-Emission Vehicles. As part of the City EAP, meet or exceed state targets for zero-emission fuel vehicle miles traveled within the City by supporting the use of zero emission vehicles (low speed "neighborhood electric vehicles", utility lowrange battery electric vehicles, mid-range "city electric vehicles", full function battery electric vehicles, and fuel cell vehicles) within City departments and divisions.

Policy SC-3.7. Renewable Energy Production Requirement. As part of the City and Community EAP's, require that master planned commercial and industrial developments incorporate solar, wind, and other renewable energy generation and transmission equipment unless demonstrated to the satisfaction of a qualified renewable energy consultant to be infeasible.

Policy SC-3.8. Require Use of Passive Energy Conservation Design. As part of the City and Community EAP's, require the use of passive energy conservation by building material massing, orientation, landscape shading, materials, and other techniques as part of the design of local buildings, where feasible.

Policy SC-3.9. Promote Voluntary Incentive Programs. Promote voluntary participation in incentive programs to increase the use of solar photovoltaic systems in new and existing residential, commercial, institutional and public buildings, including continued participation in the Ventura County Regional Energy Alliance (VCREA).

Policy SC-3.10. Alternatives to Power Plant Generation. Evaluate the feasibility of incorporating alternative sources of power generation such as wind and tidal power

into the regional existing power supply grid to reduce reliance on GHG emission producing public utility and privately-owned power plants.

Policy SC-3.11. Waste Conversion to Energy Facility. As part of the City and Community EAP's, evaluate the feasibility for the design and construction of a conversion technology capable of converting municipal solid waste into alternative sources of energy.

Policy SC-3.12. Encourage Natural Ventilation. Review and revise applicable planning and building policies and regulations to promote use of natural ventilation in new construction and major additions or remodeling consistent with Oxnard's temperate climate.

Goal SC-4 Implementation of the California Green Building Code.

Policy SC-4.1. Green Building Code Implementation. Implement the 2010 California Green Building Code as may be amended (CALGREEN) and consider recommending and/or requiring certain developments to incorporate Tier I and Tier II voluntary standards under certain conditions to be developed by the Development Services Director.

Goal SC-5 Share ownership and responsibility for designing, developing, and delivering a successful sustainable community by creating planning and implementation partnerships.

Policy SC-5.4. Coordinate with Local Utility Providers and VCREA. Coordinate with local utility providers and the Ventura County Regional Energy Alliance (VCREA) to promote public education and energy conservation programs to increase the use of solar photovoltaic systems and other technology in new and existing residential, commercial, institutional and public buildings.

Goal ICS-17 Adequate and efficient public utilities that meet the needs of residents of the City.

Policy ICS-17.1. Electric Facilities. Ensure that public and private, replacement and/or refurbished, electric generation and/or transmission facilities are built in accordance with the California Coastal Commission Sea Level Rise Policy Guidance, California Public Utilities Commission and/or California Energy Commission policies and regulations and incorporate feasible solar, wind, and other renewable sources of energy.

Policy ICS-17.3. Promoting Renewable Energy Production. Encourage the use of renewable solar, wind, and other electric generation technologies instead of new or expansion of fossil fuel-based generation facilities.

Policy ICS-17.4. Service Extension. Coordinate with gas and electricity providers for the extension of gas and electrical facilities.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because

specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

The 2021-2029 Housing Element would prioritize future development projects close to high quality transit areas and existing commercial/retail, recreational, and institutional land uses, which would reduce trip distances and encourage the use of alternative modes of transportation such as bicycling and walking. These factors would minimize the potential of the projects envisioned under the 2012-2029 Housing Element to result in the wasteful or unnecessary consumption of vehicle fuels. As a result, operation of reasonably foreseeable development projects under the Housing Element Update would not result in potentially significant environmental effects due to the wasteful, inefficient, or unnecessary consumption of energy. The 2021-2029 Housing Element would not be inconsistent with existing energy standards. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. Would the project require additional energy facilities, the provision of which may have a significant effect on the environment?*

The population projection associated with potential build-out of the 2021-2029 Housing Element falls within the SCAG projections for the 2035 planning horizon, including the development of up to 823 units on the AHD Rezone Sites. These potential future development projects would be served by the existing energy providers and would not require the construction of new facilities.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but only facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time and energy production, transmission, and distribution are not under the City's jurisdiction, the City cannot assess the specific impacts of development on the AHD Rezone Sites, which are largely situated in areas currently zoned for commercial, light industrial, mixed use, and residential uses. Therefore, air quality modeling was not produced for this assessment, and will be required for environmental assessments conducted for specific development proposals as part of the permitting process for those projects. Instead, the VCAPCD thresholds for the 2021-21029 Housing Element evaluation were used, where potential population growth determines the potential impact. There would be no impact.

NO IMPACT

- d. Would the project preempt future energy development or future energy conservation, or inhibit the future use of renewable energy or energy storage?*

The 2021-2029 Housing Element would facilitate residential development on AHD Rezone Sites currently zoned for commercial, light industrial, and business research park uses. Project proposals would not interfere with the development of alternative or traditional energy, nor would they inhibit the future use or storage of renewable energy. Although specific project proposals are unknown, the location of the AHD Rezone Sites would be away from any areas that would be available for energy development or storage. Although energy production, transmission, and distribution is not within the City's jurisdiction to control, the City does have input on how resources are developed within its boundaries and sphere of influence. The AHD Rezone Sites are all situated in areas that would not

conflict with energy development or storage and would potentially contribute to energy conservation through design that complies with CALGreen building codes.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but only facilitates density needed to accommodate the 6th cycle RHNA. Specific projects are not known at this time, and the City cannot assess the specific impacts of development on the AHD Rezone Sites, which are largely situated in developed areas. Additionally, all housing in all proposed housing sites are subject to the Sustainable Communities (SC) and Infrastructure and Community Services (ICS) chapters of the 2030 General Plan goals and policies and implementation of routinely applied development standards and conditions of approval. Therefore, air quality modeling was not produced for this assessment, and will be required for environmental assessments conducted for specific development proposals as part of the permitting process for those projects. Instead, the VCAPCD thresholds for the 2021-2029 Housing Element evaluation were used, where potential population growth determines the potential impact. There would be no impact.

NO IMPACT

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7 Geology and Soils

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
2. Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed with standard Code requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Be located on expansive soil, creating substantial direct or indirect risks to life or property that cannot be addressed with standard Code requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose people or structures to inundation by seiche or tsunami?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

Regional Geologic and Seismic Setting

California is divided geologically into several physiographic or geomorphic provinces, including the Sierra Nevada range, the Central (Great) Valley, the Transverse Ranges, the Coast Ranges, and others. The Transverse Range includes Ventura County and portions of Los Angeles, San Bernardino, and Riverside counties. Locally, the Transverse Ranges are characterized by east-west trending mountains and faults. Major basins and ranges in the Transverse Ranges include the Ventura basin and the San Gabriel and San Bernardino Mountains.

Oxnard is in a highly active earthquake region of southern California and thus is subject to various seismic and geologic hazards, including ground shaking, surface rupture, and landslides. The study area for geology and soils includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in developed areas outside the Coastal planning area and are largely developed. Each potential geological hazard is described below.

Faulting

A fault is a plane or surface in the earth along which failure has occurred and materials on opposite sides have moved relative to one another in response to the accumulation and release of stress. The U.S. Geological Survey defines active faults as those that have had surface displacement within Holocene time (about the last 11,000 years). Potentially active faults are those that have had surface displacement during Quaternary time, within the last 1.6 million years. Inactive faults have not had surface displacement within the last 1.6 million years. Ground surface displacement along a fault, although more limited in area than the ground shaking associated with it, can have disastrous consequences when structures are located across or near the fault zone.

Seismically Induced Ground Shaking

Seismically induced ground acceleration is the shaking motion that is produced by an earthquake. Seismically induced ground shaking covers a wide area and is greatly influenced by the distance from the site to the seismic source, soil conditions, and depth to groundwater.

Based on DOC geology maps, there are no known earthquake faults in Oxnard (DOC 2021b). Several active or potentially active faults may affect Oxnard, including the San Andreas Fault, northeast of the project area, and onshore and offshore segments of the Oak Ridge Fault, which is the nearest potentially active fault. The most likely active faults to seismically affect the city and the plan area are the Oak Ridge, Ventura, Simi, and San Andreas faults.

Landslides

A landslide is a perceptible downslope movement of earth mass. It is part of the continuous, natural, gravity-induced movement of soil, rock and debris. Landslides can range from downslope creep of soil and rock material to sudden failure of entire hillsides. Landslides include rockfalls, slumps, block glides, mudslides, debris flows, and mud flows. Landslides or slope instability may be caused by natural factors such as fractured or weak bedrock, heavy rainfall, erosion, earthquake activity, and fire, as well as by human alteration of topography and water content in the soil.

Liquefaction

Liquefaction is a temporary, but substantial, loss of shear strength in granular solids, such as sand, silt, and gravel, usually occurring during or after a major earthquake. This occurs when the seismic waves from an earthquake of sufficient magnitude and duration shear a soil deposit that has a tendency to decrease in volume. If drainage cannot occur, this reduction in soil volume will increase the pressure exerted on the water contained in the soil. Liquefaction can result in slope and/or foundation failure, and also post-liquefaction settlement.

Liquefaction may occur in water-saturated sediment during moderate to great earthquakes. A moderate potential for liquefaction occurs throughout the city, including where the AHD Rezone Sites are located, because underlying sections of thick alluvial deposits, high groundwater levels (0

feet near the coastline to approximately 40 feet at the northeastern corner of the city), and the potential for strong regional ground shaking (City of Oxnard 2009). The combination of these factors constitutes a significant seismic hazard in Oxnard.

Settlement, Lateral Spreading, and Subsidence

Extreme settling or ground subsidence may result from post-liquefaction reconsolidation. Ground settlement often occurs differentially because liquefiable deposits and groundwater elevations are seldom distributed evenly over broad areas. If the ground surface slopes even gently, liquefaction may lead to lateral spreading or low angle landsliding of soft saturated soils. This can result in the rapid or gradual loss of strength in the foundation materials, so that structures built upon them settle or break up as the foundation soils flow out from beneath them.

Expansive Soils

Expansive soils are generally clayey and swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways, (e.g., absorption from the air, rainfall, groundwater fluctuations, lawn watering and broken water or sewer lines). In hillside areas, as expansive soils expand and contract, gradual downslope creep may occur, eventually causing landsliding. Clay soils also retain water and may act as lubricated slippage planes between other soil/rock strata, producing landslides during earthquakes or unusually moist conditions.

Tsunami

A tsunami is an ocean wave produced by offshore seismic activity.

Impact Analysis

- a.1. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*
- a.2. Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking?*
- b. Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed with standard Code requirements?*
- c. Be located on expansive soil, creating substantial direct or indirect risks to life or property that cannot be addressed with standard Code requirements?*

As with most of southern California, the planning area is within an area that is seismically active and has experienced historic earthquakes from various regional faults. The planning area is located approximately three miles south of the Ventura Fault, and one mile west of the Camarillo Fault, both of which are considered to have been active within the last 11,000 years. According to the California Geologic Survey probabilistic seismic hazard map for California, Oxnard could experience ground

shaking from earthquake activity most likely associated with the historically active faults in the surrounding area. Ground shaking could be severe in the event of a rupture of a nearby fault.

Portions of Oxnard are subject to subsidence. Historic records show much of this subsidence has been at least one foot. In the area near Hueneme Road and Rice Avenue, which is an area near some of the AHD Rezone Sites, the amount of subsidence has been up to 12 feet.

Expansive soils are generally clayey and swell when wetted and shrink when dried. Wetting can occur naturally in a number of ways and can lead to landslides in hillside areas. Expansive soils are also often prone to erosion. Foundations of structures placed on expansive soils may rise during the wet season and fall during the succeeding dry season. Expansive soils can act as a lubricant when between differing soil/rock strata, which can facilitate movement triggered during heavy rains or earthquakes.

None of the AHD Rezone Sites are located in hilly areas or areas subject to erosion or landslide. Development projects proposed on the AHD Rezone Sites as implementation of the 2021-2029 Housing Element would be subject to the 2030 General Plan goals and policies listed above and the provisions in the OCC, which would reduce impacts to less than significant.

The Rezones Sites are not at risk for landslide, but as liquefaction is a possibility throughout the city, there is a risk for unstable soils to occur due to subsidence that could result due to withdrawal of groundwater, oil, or natural gas. Development projects proposed on the AHD Rezone Sites as implementation of the 2021-2029 Housing Element would be subject to the 2030 General Plan goals and policies listed above and the provisions in OCC, which include California Building Code requirements to reduce seismic impacts. Adherence to these goals, policies, and regulations would reduce potential impacts to less than significant levels.

The 2030 General Plan Safety and Hazards chapter contains goals and policies that would apply to potential effects from seismic activity related to the effects of rupture of a known fault, as follows:

- Goal SH-1** Minimal damage to structures, property, and infrastructure as a result of liquefaction and subsidence.
- Policy SH-1.1.** Ensure that structures for human occupancy are only constructed or placed on a potential liquefaction site if the approved geological report shows that an acceptable hazard risk would be created and/or required mitigation measures are met.
 - Policy SH-1.3.** Require that all new buildings and alterations to existing buildings be built according to the seismic requirements adopted within the most current City of Oxnard Building Code or its adopted equivalent.
 - Policy SH-1.4.** Require that adequate soils and geologic and structural evaluation reports be prepared by registered soils engineers, engineering geologists, and/or structural engineers, as appropriate, for applicable development.
 - Policy SH-1.5.** Continue to require submission of a geological report for proposed development located in a potential liquefaction area.
 - Policy SH-1.6.** Allow the waiver of the liquefaction reports only in certain situations where it can be shown that the groundwater or geologic conditions do not constitute a liquefaction hazard.

Policy SH-1.7. Continue to require complete site-specific soils investigations that address liquefaction and compressible soil characteristics and identifies construction techniques or other mitigation measures to prevent significant impacts upon the proposed development.

Policy SH-1.8. Where necessary, utilize the expert mitigation measures such as those identified in Special Publication 117: Guidelines for Analyzing and Mitigating Seismic Hazards in California (prepared by the Southern California Earthquake Center) to minimize risk associated with seismic activity.

Goal SH-3 New development is required to take necessary precautions prior to any construction to mitigate hazards and protect the health and safety of the inhabitants.

Policy SH-3.1. Encourage new development to avoid areas with high geologic, tsunami, flood, beach erosion, and fire or airport hazard potential.

Policy SH-3.4. Continue to review development proposals to ensure that the capacity or ability of natural drainage is not impacted.

Goal SH-4 Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education

Policy-SH-4.6. Ensure that access and evacuation corridors are identified in the event of various types of minor and major emergencies.

Policy SH-4.8. Continue to promote natural hazards awareness preparation and education emergency procedures among residents, animal custodians, businesses, schools, and generally within areas identified by specific types of hazards such as the tsunami inundation zone.

The OCC adopts the most recent California Building Code in Chapter 14, Building Regulations and contains additional requirements for construction in Oxnard that mandate a geotechnical report as part of the development approval process (OCC Article 29, Section 14-76 et seq). The City's building codes set procedures and limitations for design of structures based on seismic risk, including those that specify that "all development shall ensure stability and structural integrity and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site."

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Therefore, potential impacts will be determined under the design review process. Development under the 2021-2029 Housing Element will not generate impacts related to seismic shaking. Furthermore, all potential projects built on the AHD Rezone Sites would be required to comply with OCC building regulations and engineering practices, including a geotechnical analysis, where appropriate, during the permitting process. This and adherence to the goals and policies in the 2030 General Plan, would reduce impacts due to potential seismic ground shaking to less than significant levels.

LESS THAN SIGNIFICANT IMPACT

d. Would the project expose people or structures to inundation by seiche or tsunami?

As a coastal city, Oxnard has potential to experience tsunami hazards, with development along the coast line having an increased risk. Historically though, damage from tsunamis in California has been relatively slight. The most recent tsunami to cause appreciable damage to California occurred with the great Alaskan earthquake on March 27, 1964. Additional information on this is available in the 2030 General Plan Background Report on the City’s website.⁹

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The 2021-2029 Housing Element will have a less than significant impact on inundation by seiche or tsunami, as all the AHD Rezone Sites are situated away from coastal areas with the nearest being approximately 2.5 miles east of the coastline (Site 30; Table I).

LESS THAN SIGNIFICANT IMPACT

e. Would the project rely on dredging or other maintenance activity by another agency that is not guaranteed to continue?

The AHD Rezone Sites are situated in currently developed areas or in areas that are under agricultural cultivation and would not be subject to dredging or other maintenance activity under the purview of other agencies aside from the City of Oxnard. Implementation of the 2021-2029 Housing Element would have no impact.

NO IMPACT

⁹ <https://www.oxnard.org/city-department/community-development/planning/2030-general-plan/>

8 Greenhouse Gas Emissions

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Gases that absorb and re-emit infrared radiation in the atmosphere are called greenhouse gases (GHGs). The gases that are widely seen as the principal contributors to human-induced climate change include carbon dioxide (CO₂), methane (CH₄), nitrous oxides (N₂O), fluorinated gases such as hydrofluorocarbons and perfluorocarbons, and sulfur hexafluoride. Water vapor is excluded from the list of GHGs because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation. GHGs are emitted by both natural processes and human activities. Of these gases, CO₂ and CH₄ are emitted in the greatest quantities from human activities. Emissions of CO₂ are largely by-products of fossil fuel combustion, and CH₄ results from off-gassing associated with agricultural practices and landfills. Different types of GHGs have varying global warming potentials (GWP), which are the potential of a gas or aerosol to trap heat in the atmosphere over a specified timescale (generally 100 years). Because GHGs absorb different amounts of heat, a common reference gas (CO₂) is used to relate the amount of heat absorbed to the amount of the GHG emissions, referred to as carbon dioxide equivalent (CO₂e), and is the amount of a GHG emitted multiplied by its GWP. CO₂ has a 100-year GWP of one. By contrast, CH₄ has a GWP of 28, meaning its global warming effect is 28 times greater than that of CO₂ on a molecule per molecule basis (Intergovernmental Panel on Climate Change [IPCC] 2014a).¹⁰

The accumulation of GHGs in the atmosphere regulates Earth's temperature. Without the natural heat-trapping effect of GHGs, the Earth's surface would be about 33 degrees Celsius cooler.

¹⁰ The IPCC's Fifth Assessment Report determined that methane has a GWP of 28 (IPCC 2014a). However, modeling of GHG emissions was completed using the California Emissions Estimator Model version 2016.3.2, which uses a GWP of 25 for methane, consistent with the IPCC's (2007) Fourth Assessment Report.

However, emissions from human activities, particularly the consumption of fossil fuels for electricity production and transportation, have elevated the concentration of GHGs in the atmosphere beyond the level of naturally occurring concentrations.

As of 2015, the City of Oxnard adopted the 2030 General Plan, which includes a Sustainable Community chapter. The 2030 General Plan contains numerous statements of goals, policies, and implementation measures that relate to complying with the State direction to respond to the issue of GHG emissions and climate change. The policies are directed at improving energy conservation, and at reducing the consumption of energy for vehicle travel and other common urban purposes (the provision of water service, management of solid waste). In addition, the 2030 General Plan includes several policies to address the need for updated coastal planning in response to anticipated sea level rise (SLR).

The 2030 General Plan PEIR concluded that development of the Oxnard Planning Area consistent with the land uses and policies in the 2030 General Plan would have a significant and unavoidable impact for GHG emissions and climate change, because at that time, specific criteria was not available upon which to judge the effects of GHG emissions and at that time, plans and programs were evolving locally and to address the issue (City of Oxnard 2009). Thus, the PEIR found that the 2030 General Plan would potentially conflict with implementation of State goals for reducing greenhouse emissions .

For land use and transportation related projects, the degree of compliance with policies intended to minimize GHG emissions will remain an important element of assessing their impacts. The City is in the process of developing a climate action plan that will have extensive programs to support the policies in the 2030 General Plan designed to reduce GHG emissions.

Regulatory Framework

In response to climate change, California implemented Assembly Bill (AB) 32, the “California Global Warming Solutions Act of 2006.” AB 32 required the reduction of statewide GHG emissions to 1990 emissions levels (essentially a 15 percent reduction below 2005 emission levels) by 2020 and the adoption of rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions. On September 8, 2016, the Governor signed Senate Bill 32 into law, extending AB 32 by requiring the State to further reduce GHG emissions to 40 percent below 1990 levels by 2030 (the other provisions of AB 32 remain unchanged). On December 14, 2017, the California Air Resources Board (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 and the Low Carbon Fuel Standard, and implementation of recently adopted policies and legislation, such as SB 1383 (aimed at reducing short-lived climate pollutants including methane, hydrofluorocarbon gases, and anthropogenic black carbon) and SB 100 (discussed further 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 2013 Scoping Plan Update, the 2017 Scoping Plan does not provide project-level thresholds for land use development. Instead, it recommends local governments adopt policies and locally-appropriate quantitative thresholds consistent with a statewide per capita goal of six metric tons (MT) of carbon dioxide equivalents (CO₂e) by 2030 and two MT of CO₂e by 2050 (CARB 2017).

Other relevant state laws and regulations include:

- **SB 375:** The Sustainable Communities and Climate Protection Act of 2008 (SB 375), signed in August 2008, enhances the state’s ability to reach AB 32 goals by directing the CARB to develop regional GHG emission reduction targets to be achieved from passenger vehicles by 2020 and 2035. Metropolitan Planning Organizations are required to adopt a Sustainable Communities Strategy (SCS), which allocates land uses in the Metropolitan Planning Organization’s Regional Transportation Plan (RTP). On March 22, 2018, CARB adopted updated regional targets for reducing GHG emissions from 2005 levels by 2020 and 2035.
- **SB 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. SB 100 requires electricity providers to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020, 60 percent by 2030, and 100 percent by 2045.
- **California Building Standards Code (California Code of Regulations Title 24):** The California Building Standards Code consists of a compilation of several distinct standards and codes related to building construction including plumbing, electrical, interior acoustics, energy efficiency, and handicap accessibility for persons with physical and sensory disabilities. The current iteration is the 2019 Title 24 standards. Part 6 is the Building Energy Efficiency Standards, which establishes energy-efficiency standards for residential and non-residential buildings in order to reduce California’s energy demand. Part 12 is the California Green Building Standards Code (CALGreen), which includes mandatory minimum environmental performance standards for all ground-up new construction of residential and non-residential structures.

Impact Analysis

- a. *Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*
- b. *Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with state goals for reducing GHG emissions in California?*

GHG emissions are air pollutants subject to local control by the VCAPCD. As such, the City looks to the VCAPCD for guidance in the evaluation of GHG impacts. In September 2011, VCAPCD staff prepared a report entitled Greenhouse Gas Thresholds of Significance Options for Land Use Development Projects in Ventura County to establish the options for GHG significance thresholds. The report summarizes the most prominent approaches and options either adopted or being considered by all other air districts throughout California. Similar to other air districts, VCAPCD staff members considered a tiered approach with the main components involving consistency with a locally adopted GHG reduction plan followed by a bright-line threshold for land use projects that would capture 90 percent of project GHG emissions. SCAQMD also uses these strategies for land use projects. The most recent proposal issued in September 2010 included a screening threshold of 3,000 MTCO₂e/year for all non-industrial projects.

The City of Oxnard is in the process of adopting its own Climate Action and Adaptation Plan (CAAP) designed to support GHG emissions reduction targets put forth in CARB’s Scoping Plan. The CAAP will contain GHG reduction measures to address four primary sectors: energy, transportation, solid

waste, and water. The principal State plan and policy is AB 32, the California Global Warming Solutions Act of 2006, and the follow up, Senate Bill (SB) 32. The quantitative goal of AB 32 is to reduce GHG emissions to 1990 levels by 2020 and the goal of SB 32 is to reduce GHG emissions to 40 percent below 1990 levels by 2030 (CARB 2017). 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 for 2020 and 2035. SB 375 directs each of the State's 18 major Metropolitan Planning Organizations (MPO) 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). SCAG formally adopted the 2020-2045 RTP/SCS on September 3, 2020 to provide a roadmap for sensible ways to expand transportation options, improve air quality and bolster southern California's long-term economic viability (SCAG 2020).

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Future development will require project-specific environmental evaluation to determine compliance with City regulations and that any potential impacts are less than significant. All housing under the 2021-2029 Housing Element would concentrate housing in the city limits and particularly along transportation corridors, including U.S. 101 and arterial roads such as Oxnard Boulevard. This transit-oriented development is intended to be mixed-use and to include services that support residents within walking or cycling distance. This would reduce GHG emissions related to automobile travel. Any impacts identified for an individual project would be addressed through the project approval process, including design review, environmental review, and mitigation measures specific to any impacts determined to be potential for that project.

Goals and policies from the 2030 General Plan Sustainable Communities and Community Development chapters are designed to help reduce GHG emissions in a wide range of actions. As stated earlier the City is also working on the development of a CAAP that will contain actionable programs to help with GHG reductions.¹¹ Development under the 2021-2029 Housing Element will be required to comply with several ordinances including OCC Article II, Section 14-2, et seq. adopts the stipulations of CALGreen. The Water Conservation Program (OCC Chapter 22, Articles XII and IX) will reduce water consumption in Oxnard through conservation, effective water supply planning, prevention of waste, and will maximize the efficient use of water in Oxnard, particularly in multiple dry years. The Water Conservation Ordinances are designed to reduce water use in the city to at least 15 percent below the 2009 baseline. The City is an early adopter of the CALGreen Building Code, Ordinance 2879, which is intended to improve sustainability of the built environment and reduce GHG emissions from new construction. Based on the above information, development implemented under the 2021-2029 Housing Element would not result in a significant impact with respect to GHG emissions or conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

¹¹ Information about the City's Climate Action Plan can be found at <https://www.oxnard.org/climate-action-plan/>

- c. *Would the project contribute or be subject to potential secondary effects of climate change (e.g., sea level rise, increase fire hazard)?*

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Development proposals for individual projects would be subject to adopted development guidelines, including standards that govern the secondary effects of climate change. Any impacts identified for an individual project would be addressed through the project approval process, including design review specific to any impacts determined to be potential for that project. The 2021-2029 Housing Element would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

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9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials that cannot be addressed with standard regulatory requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous substances, or waste within 0.25 mile of an existing or proposed school, in quantities or a manner that would create a substantial hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Definition of Hazardous Materials

A material is considered hazardous if it appears on a list of hazardous materials prepared by a federal, state, or local agency, or if it has characteristics defined as hazardous by such an agency. A hazardous material is defined in Title 22 of the California Code of Regulations as follows:

A substance or combination of substances which, because of its quantity, concentration, or physical, chemical or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible, illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported or disposed of or otherwise managed (California Code of Regulations, Title 22, Section 66261.10).

Chemical and physical properties cause a substance to be considered hazardous. Such properties include toxicity, ignitability, corrosiveness, and reactivity. California Code of Regulations, Title 22, Sections 66261.20 through 66261.24 defines the aforementioned properties. The release of hazardous materials into the environment can contaminate soils, surface water, and groundwater supplies.

Land Use Patterns

Small quantities of hazardous materials are routinely used, stored, and transported in Oxnard in support of commercial and retail businesses as well as in educational facilities, hospitals, and households. Hazardous materials users and waste generators in the city include businesses, public and private institutions, and households. Federal, State, and local agency databases maintain comprehensive information on the locations of facilities using large quantities of hazardous materials, as well as facilities generating hazardous waste. Some of these facilities use certain classes of hazardous materials that require accidental release scenario modeling and risk management plans to protect surrounding land uses. Residential occupancies generally do not product significant environmental impacts

Past and present land use patterns are good predictors of the potential for past contamination by hazardous materials and the current use and storage of hazardous materials. Industrial sites and certain commercial land uses, such as dry cleaners, are more likely to use and store large quantities of hazardous materials than residential land uses. Land use patterns are also useful for identifying the location of sensitive receptors, such as schools, day-care facilities, hospitals, and nursing homes. In Oxnard, industrial and commercial land uses are concentrated along major transportation corridors, such as U.S. 101, the Downtown area, and the rail corridor. Schools are distributed fairly evenly throughout the city and may occur within 0.25 mile of an AHD Rezone Site.

Hazardous wastes generated by both residents and businesses in Oxnard contribute to environmental and human health hazards of increasing public concern. However, proper waste management and disposal practices can minimize public concern over toxicity and the contamination of soils, water, and the air. Locations known to contain hazardous materials or conditions include those facilities with operations that incorporate the use of underground or aboveground storage tanks. Additional facilities in the city include landfills, transfer stations, material recovery facilities, transformation facilities, waste tire sites, and closed disposal facilities.

The City of Oxnard Fire Department administers the Certified Unified Program Agency/Hazardous Materials Ordinance and has regulatory authority over the local Underground Storage Tank Program. The Leaking Underground Storage Tank (LUST) Incident Report contains an inventory of reported leaking underground tank incidents and is compiled from data provided by the SWRCB Leaking Underground Storage Tank Information System. LUST sites are predominately clustered around the City's primary transportation corridors, including Oxnard Boulevard and Hueneme Road and are associated with retail and commercial uses (e.g., gas stations, convenience stores, car washes). Additional sites are associated with local industrial and agricultural uses.

Other potential hazards affecting the city include earthquake, geologic, flooding, tsunami, coastal waves, noise, hazardous materials and potential terrorist acts. These hazards require an emergency response to inform the public and often generally redirect or evacuate residents to safer locations. City policies for safety and the evacuation of residents during a large-scale incident are managed through the Oxnard Fire Department. Transportation hazards involving interstate highways or State-maintained facilities, such as State Routes, are managed through Caltrans District 7 located in

Los Angeles with the California Highway Patrol (CHP) usually the first to respond to the location of the hazard.

The study area for hazards and hazardous materials includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in areas currently zoned for commercial, business research, and light industrial uses that are already developed. Hazardous materials transport can occur on roadways and highways near or adjacent to the AHD Rezone Sites.

Impact Analysis

- a. *Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

The 2021-2029 Housing Element would facilitate the development of new housing by creating a regulatory setting in which higher density residential uses, including affordable housing, can be developed on sites currently zoned for commercial, industrial, and business/research uses. It is likely that new residential development facilitated by the 2021-2029 Housing Element would require equipment and the use of fuel and petroleum-based lubricants during construction. All housing in all proposed housing sites are subject to the Safety and Hazards (SH) chapter of the 2030 General Plan goals and policies and are required to comply with all local, State, and federal regulations regarding the handling of potentially hazardous materials. Likewise, the transport, use, and storage of hazardous materials during any future construction would be required to comply with all applicable State and federal laws, such as the Hazardous Materials Transportation Act, Resource Conservation and Recovery Act, the California Hazardous Material Management Act, and California Code of Regulations Title 22. The 2030 General Plan Safety and Hazards chapter includes goals and policies that govern the transport of hazardous materials are as follows:

Goal SH-7 Minimized risk associated with transport distribution, use, and storage of hazardous materials.

Policy SH-7.1. Maintain and periodically update a hazardous waste minimization program as part of the development review process.

Policy SH-7.2. Require that hazardous materials are used, stored, transported, and disposed of within the City in a safe manner and in compliance with local, state and federal standards.

Policy SH-7.3. Avoid, whenever possible, the routing of hazardous materials near residential, tourist, and recreational areas and maintain a hazardous material truck route in the office of the Traffic Engineer.

Policy SH-7.4. Actively oppose uses being considered by other agencies that pose an unacceptably high risk to the health, safety, and welfare of the residents, workers, visitors, and the natural environment.

Policy SH-7.5. Management Plan. Implement the policies of the Ventura County Hazardous Waste Management Plan as they pertain to the Oxnard Planning Area.

Policy SH-7.6. Seek to attract clean, non-polluting industries and maintain existing clean industries within the City, in terms of hazardous materials storage, production, and hazardous waste generation.

Policy SH-7.7. Continue to seek methods to increase public awareness of and proper disposal methods for household hazardous waste.

Policy SH-7.9. Do not allow residential construction or other sensitive land uses adjacent to any inactive landfill unless a thorough study of emissions from the facility is conducted and it is deemed that no adverse health effects or significant odor impacts would occur. Alternatively, a safe buffer zone distance, based on analysts of worst-case conditions, shall be established around any such site within which no sensitive land use would be permitted.

Policy SH-7.10. Consider establishment of a hazardous waste collection and/or transfer facility in conjunction with a regional evaluation of waste generation sources.

Policy SH-7.11. Continue to require a hazardous material inventory for businesses and other applicable parties as part of the Certified Unified Program Agency (CUPA) program.

Policy SH-7.12. Ensure that proponents of new development projects address hazardous material concerns through the preparation of Phase I or Phase II hazardous material studies for each identified site as a part of the design phase for each project. Recommendations required to satisfy federal or state cleanup standards outlined in the studies will be implemented as part of the construction phase for each project.

As stated earlier, residential is not a land use typically associated with the use, transportation, storage, or generation of large quantities of hazardous materials. Residential development typically involves an incremental increase in the use of common household hazardous materials, such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in regular property and landscaping maintenance. Use of these materials would be subject to compliance with existing regulations, standards, and guidelines established by the federal, State, and local agencies related to storage, use, and disposal of hazardous materials and new development would be subject to the goals and policies of the 2030 General Plan, listed above.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Therefore, potential impacts to hazardous materials will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on the transport of hazardous materials. Therefore, upon compliance with all applicable local, State, and federal laws and regulations relating to environmental protection and the management of hazardous materials, potential impacts associated with the routine transport, use, or disposal of hazardous materials during construction and operation of development projects under the Housing Element Update would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

As discussed above, the 2021-2029 Housing Element provides for the possible construction of new residential development on 13 AHD Rezone Sites and the use and transport of hazardous materials in amounts large enough to create a hazardous upset or accident condition is not usually associated with residential development.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to hazardous materials will be determined under the design review process.

The 2021-2029 Housing Element will have a less than significant impact on accident conditions relating to the release of hazardous materials into the environment. With adherence to the regulations and 2030 General Plan goals and policies applicable to the use and transport of hazardous materials, projects implemented under the 2021-2029 Housing Element would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project emit hazardous emissions or handle hazardous or acutely hazardous substances or waste within 0.25 mile of an existing or proposed school?*

Schools are currently in place and operational throughout the city, including near some of the AHD Rezone Sites. The 2021-2029 Housing Element provides for the possible construction of new residential development on 14 AHD Rezone Sites and the use and transport of hazardous materials in amounts large enough to create a hazardous upset or accident condition is not usually associated with residential development.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to hazardous materials will be determined under the design review process.

The 2021-2029 Housing Element will have a less than significant impact on accident conditions relating to the release of hazardous materials within 0.25 mile of an existing or planned school. With adherence to the regulations and 2030 General Plan goals and policies applicable to the use and

transport of hazardous materials, projects implemented under the 2021-2029 Housing Element would not emit hazardous emissions or handle hazardous or acutely hazardous substances or waste within 0.25 mile of an existing or proposed school. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project be located on a site that is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

The AHD Rezone Sites may be near or include hazardous land uses, including dry cleaner commercial uses and light industrial uses. Policy SH-7.12 of the 2030 General Plan requires that a Phase I Environmental Site Assessment (ESA) be prepared for new developments and redevelopment projects, particularly if there is a possibility that contamination may exist. A Phase II study may also be required, to determine the extent of potential contamination. If contamination were identified, as part of the development process, project proponents would be required to satisfy the remediation standards required by State and federal agencies, depending on the type of site.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The 2021-2029 Housing Element will have a less than significant impact on accident conditions relating to the release of hazardous materials into the environment. With implementation of 2030 General Plan policies and associated regulations, impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?*

The Safety and Hazards chapter of the 2030 General Plan directs the City to accommodate safety needs when planning and approving land uses and development in Oxnard, which includes increasing the resiliency of the city’s residents to respond to and be prepared for potential emergencies. This would include emergency vehicle access to development that would occur on the AHD Rezone Sites under implementation of the 2021-2029 Housing Element, and the location of emergency response facilities. The 2030 General Plan Safety and Hazards chapter has goals and policies to ensure adequate emergency response, including evacuation, as follows:

- Goal SH-4** Emergency preparedness through the provision of adequate fire and police protection, infrastructure, emergency supply stockpiling, public education
 - Policy SH-4.1.** Coordinate with the County Office of Emergency Services, other cities, U.S. Navy, State Office of Emergency Services, State Emergency Operations Center, and FEMA to coordinate emergency preparedness planning.

Policy SH-4.2. Continue to evaluate, develop, and practice emergency response plans in light of changing natural and manmade risks and hazards, and in coordination with County, State, and federal emergency planning.

Policy-SH-4.6. Ensure that access and evacuation corridors are identified in the event of various types of minor and major emergencies.

Policy SH-4.8. Continue to promote natural hazards awareness preparation and education emergency procedures among residents, animal custodians, businesses, schools, and generally within areas identified by specific types of hazards such as the tsunami inundation zone.

The City of Oxnard Fire Protection District reviews and approves projects to ensure that emergency access meets City standards. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The 2021-2029 Housing Element will have a less than significant impact on emergency response plans. Ensuring that development plans conform with the 2030 General Plan goals and policies related to evacuation and emergency response would reduce potential impacts from implementation of development on the AHD Rezone Sites proposed by the 2021-2029 Housing Element on emergency response and evacuation to less than significant.

LESS THAN SIGNIFICANT IMPACT

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10 Hydrology and Water Quality

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Cause a violation of any adopted water quality standards or waste discharge or treatment requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Impede or redirect flood flows such that it would increase on- or off-site flood potential	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Water Supply and Quality

The City of Oxnard participates with other local governments in the Ventura Countywide Stormwater Quality Management Plan. This is a comprehensive regional effort to implement federal and state

requirements for reducing water pollution from uncontrolled stormwater runoff. This program defines the best management practices applicable to management of stormwater runoff, and the prevention of dry weather runoff. It also establishes the design requirements for Low Impact Development to minimize the volume of stormwater discharge and pollutant levels that originate from newly developed areas. Compliance with these principles by construction and land development projects that may affect stormwater quality in the City stormwater drainage system is a requirement of the National Pollutant Discharge Elimination System (NPDES) Permit No. CAS004002, issued in 2010 by the California Regional Water Quality Control Board (RWQCB), Los Angeles Region.

Surface Water

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

Groundwater

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

Flooding

Due to its low land profile, Oxnard became a member of the National Flood Insurance Program (NFIP). The City adopted a Master Plan of Drainage (2003) and a Floodplain Management Ordinance (Chapter 35 of the Oxnard City Code) to protect its residents and businesses. Oxnard falls within the Santa Clara River's 1,600 square-mile watershed. Flooding in Oxnard caused by rainfall occurs mostly in the winter months when Ventura County receives most of its precipitation. In general, most of Oxnard's rain falls in the period between late January and mid-March. Rainfall in the Oxnard area increases sharply in early November and decreases in mid- to late-March. High winds or tides can cause seawater surges that result in coastal flooding beyond the high tide line. Wave action can directly impact seaside homes and infrastructure, and wave action can indirectly cause beach and bluff erosion, resulting in damage to seaside homes and infrastructure.

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

Impact Analysis

- a. *Would the project cause a violation of any adopted water quality standards or waste discharge or treatment requirements?*

The Housing Element Update would encourage new residential development on infill sites in urban areas of the city. Implementation of the 2021-2029 Housing Element would facilitate construction that could impact surface or ground water quality due to erosion resulting from exposed soils and the generation of water pollutants, including trash, construction materials, and equipment fluids that could enter the stormwater or surface water system.

The Ventura County Watershed Protection District, County of Ventura, and the cities of Camarillo, Fillmore, Moorpark, Ojai, Oxnard, Port Hueneme, San Buenaventura, Santa Paula, Simi Valley, and Thousand Oaks have joined together to form the Ventura Countywide Stormwater Quality Management Program and are named as co-permittees under a revised countywide municipal NPDES permit for stormwater discharges issued by RWQCB in 2010 (Order R4-2010-0108). Under Order R4-2010-0108, the co-permittees are required to administer, implement, and enforce a Stormwater Quality Management Program to reduce pollutants in urban runoff to the maximum extent practicable. Accordingly, the project would be required by uniformly applied regulations and conditions of approval to comply with NPDES requirements. Compliance with the Oxnard building permit would require the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and associated best management practices (BMP). The BMPs would include measures that would be implemented to prevent discharge of eroded soils from the construction site and sedimentation of surface waters offsite. The BMPs would also include measures to quickly contain and clean up any minor spills or leaks of fluids from construction equipment.

The City's Stormwater Quality Management ordinance (OCC Chapter 22, Article XII) specifies various prohibitions intended to implement the Clean Water Act and prohibit non-storm water discharges into the storm drain system. BMP requirements are enforced through the City's plan approval and permit process and plans for all new development projects are subject to City inspection. Compliance with the LAMC would ensure that project development under the 2021-2029 Housing Element does not violate any water quality standards or discharge requirements or otherwise substantially degrade water quality.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

The 2021-2029 Housing Element will have a less than significant impact on water quality standards. Nonetheless, compliance with federal, State, and local regulations would reduce impacts resulting from project development to a less than significant level. Furthermore, the Housing Element Update would not introduce any features that would preclude implementation of or alter these policies and procedures in any way. Therefore, the proposed project would not violate any water quality standards or waste discharge requirements, and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

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

The 2021-2029 Housing Element would facilitate infill projects on the AHD Rezone Sites, which would connect to the municipal water supply system for potable water to residential uses on those sites. Groundwater in the Oxnard Plain and throughout the region is under the management of the Fox Canyon Groundwater Management Agency (FCGMA). The FCGMA was created in 1982 by the California Legislature via the Fox Canyon Groundwater Management Agency Act [AB-2995] for the express purposes of regulating, conserving, managing, and controlling the use and extraction of groundwater to help preserve resources, and to counter seawater intrusion beneath the Oxnard Plain. The regulations of FCGMA, which restrict groundwater withdrawals, apply to all groundwater users within its jurisdiction. These users include agricultural activities, industrial users, and municipalities such as the City of Oxnard. The City will provide water to development that occurs as part of the 2021-2029 Housing Element implementation. Specific projects will be subject to the provisions of the OCC Chapter 22: Water, to FCGMA regulations, and the provisions of the NPDES permit (OCC Chapter 22, Article XII, Section 22-225).

The City has a “net-zero” policy with respect to new or redevelopment, which requires a proposed development to provide and transfer groundwater allocation to the City (subject to FCGMA approval) and/or contribute water in some other manner such as participating in City programs designed to offset potable water use if that project site and/or the use were not included in water demand projections in the most-recent Urban Water Management Plan (UWMP). This policy was confirmed in a report to the City Council on October 19, 2009, and is incorporated into the City’s approved UWMP and the draft update (City of Oxnard 2016, City of Oxnard 2020: Appendix J), and other plans. Section 18, Utilities and Service Systems, provides more detail regarding the provision of water service.

With respect to potential localized effects on groundwater, Chapter 22, Section 22-100 of the OCC requires that any existing water rights; groundwater pumping allocations from FCGMA; and all wells, mains, easements and water production equipment or facilities, be assigned and transferred to the City of Oxnard. In addition, provisions of Article VII of the OCC (starting at Section 22-110) regulate all well operations and require the destruction of any abandoned wells (Section 22-123). Because of these requirements, any wells on any of the AHD Rezone Sites that may have been used in the past to serve other developments could not be used to serve new proposed development directly. For this reason, projects developed under the 2021-2029 General Plan would not have any localized effects on groundwater withdrawals and would not adversely affect any other wells in the vicinity.

Intensification of development and addition of impervious surfaces as a result of implementation of the 2021-2029 Housing Element would not interfere with groundwater recharge. Recharge to the Basin is derived from percolation of rainfall and from irrigation runoff. Implementation of the 2021-2029 Housing Element would not interfere substantially with percolation flow because the areas targeted for new development represent a small percentage of the total acreage in Oxnard and would largely constitute infill projects in already developed areas.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of

development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to groundwater will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on groundwater. Nonetheless, compliance with federal, State, and local regulations would reduce impacts resulting from project development to a less than significant level.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in on- or off-site flooding or exceed the capacity of existing or planned stormwater drainage systems?*

Given the nearly flat topography of the city, and the requirements of landscape and drainage designs that are part of standard conditions of approval, precipitation would be expected to infiltrate or evaporate on site more than sheet flow over land and discharge substantial rates or volumes. Development facilitated by the 2021-2029 Housing Element would continue to use the existing stormwater system that is connected to the city's storm sewer system and consistent with applicable development standards and permits. When proposed, specific projects would be subject to the requirements of a Ventura County MS4 permit. Site-specific BMPs would be designed by the contractor in compliance with all applicable regulations and conditions of the MS4 permit. More specifically, stormwater runoff would be directed to multiple inlets throughout the project site that connect to the onsite drainage system.

Projects implemented under the 2021-2029 Housing Element would also be required to comply with all requirements for a watercourse permit for potential project drainage effects on flows to all city storm drains, as implemented by the Ventura County Watershed Protection District, County of Ventura, and the City.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, potential impacts to groundwater will be determined under the design review process. The 2021-2029 Housing Element will have a less than significant impact on stormwater drainage. Compliance with federal, State, and local regulations would reduce impacts to less than significant.

LESS THAN SIGNIFICANT IMPACT

- d. *Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map)?*
- e. *Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?*

The AHD Rezone Sites are located in developed areas and none are within a 100-year flood hazard area (FEMA 2021). The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The 2021-2029 Housing Element would have a less than significant impact on flooding. Compliance with federal, State, and local regulations would reduce impacts to less than significant.

LESS THAN SIGNIFICANT

- f. *Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?*

According to the Safety and Hazards chapter of the 2030 General Plan Background Report:

Several dams are located at least 35 miles to the east and northeast of the city of Oxnard within Ventura and Los Angeles Counties. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. The major threat to Oxnard is upstream along the Santa Clara River corridor. Although the potential for a dam failure is considered low, should one or more of these dams fail, the entire city is located in the Dam Inundation Zone, also called Dam Failure Hazard Area. Damage to the city could be in the form of a wall of fast-moving water, mud, and debris (City of Oxnard 2006).

While potential failure of any of these dams could cause inundation of the city, the Ventura County Hazard Mitigation Plan (2010) states that the probability of dam failure inundation is unknown, but would be the result of certain types of extreme storm events.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, implementation of the 2021-2029 Housing Element would not exacerbate the potential for levee or dam failure and project-related impacts in relation to levee or dam failure would be less than significant.

LESS THAN SIGNIFICANT

- g. Would the project be exposed to a substantial risk related to inundation by seiche, tsunami, or mudflow?*

This topic is discussed in Section 7, Geology and Soils, Threshold d.

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11 Land Use and Planning

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Conflict with an applicable land use plan, policy, or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Involve land uses that are not allowed under an applicable airport land use compatibility plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Conflict with an applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Environmental Setting

The Community Development chapter of the City’s 2030 General Plan Background Report details the existing land use types found throughout the city. Notably, there are five distinct land use designations: residential, commercial, industrial, open space, and other (City of Oxnard 2006). Within these designations are a variety of appropriate density standards for residential uses, intensity standards for commercial and industrial uses, resource designations within open space, and miscellaneous designations within other land uses.

With the exception of several high rise buildings in northern Oxnard, the City is characterized by low-rise development, low-density residential, and a large industrial base adjacent to agricultural and natural resources. Higher intensity development can be found adjacent to Oxnard Boulevard, U.S. 101, Saviers Road, and Hueneme Road. While residential land use is predominant within the urban center of the city, open space land is the predominant land use designation within the city, accounting for nearly 60 percent of all land.

The study area for land use and planning includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in areas currently zoned for commercial, business research, and light industrial uses that are already developed.

Impact Analysis

- a. *Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?*

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

As mentioned in the project description, the 2021-2029 Housing Element is designed to provide the City of Oxnard with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing in the community. In order to meet the City's RHNA allocation, 14 sites zoned for commercial, light industrial, and business research park would be rezoned with an AHD overlay that would allow for residential development at the default density of 30 dwelling units per acre on those parcels. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. The rezoning efforts would also require that the land use designations in the 2030 General Plan Community Development chapter be revised and the Land Use Map updated to reflect the changes. However, these changes would not conflict with the policies that the 2030 General Plan puts forth to avoid or mitigate environmental impacts due to potential development that could occur under the 2021-2029 Housing Element. Impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- b. *Would the project involve land uses that are not allowed under an applicable airport land use compatibility plan?*

The Oxnard Airport lies 1.5 miles east of the Pacific Ocean coastline on approximately 216 acres of land in northwestern Oxnard (Ventura County Airport Land Use Commission 2000). It is classified as a non-hub commercial airport because it enplanes less than 0.05 percent of U.S. domestic passengers. Land east of the airport is designated for commercial and industrial uses including the Oxnard central business district and central industrial area.

An AHD land use overlay would be applied to the AHD Rezone Sites associated with implementation of the 2021-2029 Housing Element, allowing residential and mixed-use development on sites zoned for commercial and business research uses. AHD Rezone Sites 6 through 29 would be within two miles of the Oxnard Airport, and could fall within the airport influence area.

The OCC defines the airport sphere of influence as follows:

The "sphere of influence" of the Oxnard Airport shall be defined as the area surrounding the Oxnard Airport bounded on the north by Doris Avenue, on the east by "B" Street, on the south by Wooley Road, and on the west by the Edison Canal (Section 16-292).

All development proposals within the airport sphere of influence must be reviewed by the Federal Aviation Administration before permits are issued to determine compliance with adopted approach and departure slopes, and clear zones established for the Oxnard Airport (OCC Chapter 16, Section 16-293). Furthermore, aircraft hazards and land use risk assessments must be conducted and all projects reviewed by the Oxnard Airport Authority (OCC Chapter 16, Section 16-294 through 16-296).

The following 2030 General Plan Community Development and Safety and Hazards chapters goals and policies would apply to development proposed on those sites.

- Goal CD-1** A balanced community consisting of residential, commercial, and employment uses consistent with the character, capacity, and vision of the city
- Policy CD-1.12.** Retain land within the airport hazard area as permanent open space as shown on the land use map or otherwise recommended by the County Department of Airports
- Goal ICS-10** Improved and safe commercial air carrier services
- Policy ICS-10.2.** Continue to ensure that the land use and zoning adjacent to the Oxnard Airport is compatible to minimize potential noise and safety problems
- Goal SH-5** A quiet and safe residential and working environment in terms of exposure to and/or generation of noise
- Policy SH-5.6.** Work with the Oxnard Airport in revising flight paths to minimize flyovers of residential areas, especially “touch and go” pattern flying at low altitude and at relatively high frequency.
- Goal SH-6** Consideration of noise levels and impacts in the land use planning and development process
- Policy SH-6.12.** Require that ...only compatible development is located within the Oxnard Airport 65 dBA CNEL contour.
- Goal SH-9** Oxnard Airport operations are at an acceptable risk and compatible with surrounding land uses and activities
- Policy SH-9.1.** Require development around the Oxnard and Camarillo Airports to be consistent with the safety policies and land use compatibility guidelines contained within the Ventura County Airport Land Use Plan

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Therefore, potential impacts to airport land use plans will be determined under the design review process and the 2021-2029 Housing Element will have a less than significant impact on airport land use plans. Nonetheless, implementation of the 2030 General Plan goals described above and compliance with the OCC requirements concerning development in the Oxnard Airport sphere of

influence would ensure development on the AHD Rezone Sites would produce less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?*

The 2021-2029 Housing Element would involve rezoning candidate sites listed in Table I, the AHD Rezone Sites. No sites are located in an area with an applicable habitat conservation plan or natural community conservation plan. There would be no impact.

NO IMPACT

- d. *Would the project physically divide an established community?*

The 2021-2029 Housing Element would facilitate the development of new housing on the AHD Rezone Sites that would largely constitute infill development when implemented. These are near areas with existing transportation infrastructure and would not entail building roadways that would bisect existing communities. Neither would they remove established communities to build new development. Consequently, there would be no impact associated with the physical division of an established community.

NO IMPACT

12 Mineral Resources

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

According to the City of Oxnard 2030 General Plan Background Report, important mineral, sand, and gravel deposits are “primarily located along the Santa Clara River channel, along the U.S. 101 corridor, and along the eastern edge of the city, extending as far west as Oxnard Boulevard in several areas” (City of Oxnard 2006).

Significant mineral deposits, such as sand and gravel resources, can be found within the MRZ-2 and MRZ-3 areas of the city. As seen in Figure 5-15 in the 2030 General Plan Background Report, the MRZ-2 areas are located along the Santa Clara River and adjacent to the U.S. 101. The MRZ-3 areas are located south of the Santa Clara River and along State Route 1. The City of Oxnard currently has four active oil and gas fields in the city with 30 active wells (DOC 2021c).

The study area for mineral resources includes the areas in which the AHD Rezone Sites are situated and not the entire city. The AHD Rezone Sites are situated in areas currently zoned for commercial, business research, and light industrial uses that are already developed.

Impact Analysis

- a. *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*
- b. *Would the project result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?*

The 2030 General Plan Final PEIR states that large portions of the City that are designated as containing significant mineral resources are already developed (City of Oxnard 2009). The AHD Rezone Sites are not situated in the areas designated as MRZ-2 and MRZ-3, and new development associated with implementation of the 2021-2029 Housing Element would not increase the likelihood of land use conflicts between mining operations or well facilities and future residential land uses.

Mining operations associated in the city are required to adhere to the following 2030 General Plan Environmental Resources chapter goal and policy:

Goal ER-13 Well managed extraction of mineral resources that protects the environment and surrounding land uses from adverse effects of extraction operations.

Policy ER-13.3. Ensure that any mining operations produce the least amount of incompatibility with surrounding, existing land uses (i.e., limited hours of operation, pest control, etc.) and adequately mitigate environmental and aesthetic impacts.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

The 2021-2029 Housing Element will have a less than significant impact on mineral resources. Nonetheless, any projects proposed as part of implementation of the 2021-2029 Housing Element would be subject to OCC regulations that govern surface mining operations. The AHD Rezone Sites are not proximate to mining or oil and gas extraction areas, and development on those parcels would not result in the loss of availability of a known valuable mineral resource to the region, nor to a mineral resource recovery site. Furthermore, specific project approval would require a determination of impacts for that specific project to mineral resources during project-specific environmental review, as well as conformance with City regulations and the 2030 General Plan policies to reduce potential impacts to less than significant.

LESS THAN SIGNIFICANT IMPACT

13 Noise

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Generate or expose persons to excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Expose non--human species to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Noise

The unit of measurement used to describe a noise level is the decibel (dB). However, the human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, a method called “A-weighting” is used to adjust actual sound pressure levels so that they are consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (Hz) and less sensitive to frequencies around and below 100 Hz, thus filtering out noise frequencies that are not audible to the human ear. A-weighting approximates the frequency response of the average young ear when listening to most ordinary everyday sounds. When people make relative judgments of the loudness or annoyance of a sound, their judgments correlate well with the “A-weighted” levels of those sounds. Therefore, the A-weighted noise scale is used for measurements and standards

involving the human perception of noise. In this analysis, all noise levels are A-weighted, and “dBA” is understood to identify the A-weighted decibel.

Decibels are measured on a logarithmic scale that quantifies sound intensity in a manner similar to the Richter scale used for earthquake magnitudes. A doubling of the energy of a noise source, such as a doubling of traffic volume, would increase the noise level by 3 dB; similarly, dividing the energy in half would result in a decrease of 3 dB (Crocker 2007).

Human perception of noise has no simple correlation with sound energy: the perception of sound is not linear in terms of dBA or in terms of sound energy. Two sources do not “sound twice as loud” as one source. It is widely accepted that the average healthy ear can barely perceive an increase (or decrease) of up to 3 dBA in noise levels (i.e., twice [or half] the sound energy); that an increase (or decrease) of 5 dBA (8 times [or one eighth] the sound energy) is readily perceptible; and that an increase (or decrease) of 10 dBA (10.5 times [or approximately one tenth] the sound energy) sounds twice (or half) as loud (Crocker 2007).

Descriptors

The impact of noise is not a function of loudness alone. The time of day when noise occurs, and the duration of the noise are also important. In addition, most noise that lasts for more than a few seconds is variable in its intensity. Consequently, a variety of noise descriptors has been developed. The noise descriptors used for this analysis are the one-hour equivalent noise level (L_{eq}) and the community noise equivalent level (CNEL).

- The L_{eq} is defined as the single steady A-weighted level that is equivalent to the same amount of energy as that contained in the actual fluctuating levels over a period. Typically, L_{eq} is equivalent to a one-hour period, even when measured for shorter durations as the noise level of a 10- to 30-minute period would be the same as the hour if the noise source is relatively steady. L_{max} is the highest Root Mean Squared (RMS) sound pressure level within the sampling period, and L_{min} is the lowest RMS sound pressure level within the measuring period (Crocker 2007).
- The CNEL is a 24-hour equivalent sound level with an additional 5 dBA penalty to noise occurring during evening hours, between 7:00 p.m. and 10:00 p.m., and an additional 10 dBA penalty to noise occurring during the night, between 10:00 p.m. and 7:00 a.m., to account for the added sensitivity of humans to noise during these hours (Caltrans 2013). Quiet suburban areas typically have a CNEL in the range of 40 to 50 dBA, while areas near arterial streets are in the 50 to 70+ CNEL range.

Propagation

Sound changes in both level and frequency spectrum as it travels from the source to the receiver. The most obvious change is the decrease in sound level as the distance from the source increases. The way sound reduces with distance depends on factors such as the type of source (e.g., point or line), the path the sound will travel, site conditions, and obstructions. Sound levels from a point source (e.g., construction, industrial machinery, ventilation units) typically attenuate, or drop off, at a rate of 6 dBA per doubling of distance. Sound from a line source (e.g., roadway, pipeline, railroad) typically attenuates at about 3 dBA per doubling of distance (Caltrans 2013).

Vibration Overview

Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel-wheeled trains, and traffic on rough roads. Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent structures. While people have varying sensitivities to vibrations at different frequencies, in general they are most sensitive to low-frequency vibration. Vibration may also damage infrastructure when foundations or utilities, such as sewer and water pipes, physically connect the structure and the vibration source (Appendix A). The primary concern from vibration is that it can be intrusive and annoying to building occupants and vibration-sensitive land uses.

Descriptors

Vibration amplitudes are usually expressed in peak particle velocity (PPV) or RMS vibration velocity. The PPV and RMS velocity are normally described in inches per second (in./sec.). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used in monitoring of blasting vibration because it is related to the stresses that are experienced by buildings (Caltrans 2020).

Response to Vibration

Vibration associated with construction of the project has the potential to be an annoyance to nearby land uses. Caltrans has developed limits for the assessment of vibrations from transportation and construction sources that are considered industry-wide standards for development. The Caltrans vibration limits are reflective of standard practice for analyzing vibration impacts on structures. The Caltrans Transportation and Construction Vibration Guidance Manual (Caltrans 2020) identifies impact criteria for buildings and criteria for human annoyances from transient and continuous/frequent sources: Table K presents the impact criteria for buildings, and Table L presents the criteria for humans.

Table K. Vibration Damage Potential

	Maximum PPV (in./sec.)
Historic sites and other critical locations	0.1
Historic and some old buildings	0.5
Older residential structures	0.5
New residential structures	1.0
Modern industrial/commercial buildings	2.0

PPV = peak particle velocity; in./sec. = inches per second
Source: Caltrans 2020

Table L. Vibration Annoyance Potential

Human Response	Maximum PPV (in./sec.)	
	Transient Sources	Continuous/Frequent Intermittent Sources
Severe/disturbing	2.00	0.70
Strongly perceptible	0.90	0.10
Distinctly perceptible	0.240	0.035
Barely perceptible	0.035	0.012

Note: Transient sources create a single isolated vibration event, such as blasting or drop balls (i.e., a loose steel ball that is dropped onto structures or rock to reduce them to a manageable size). Continuous/frequent intermittent sources include impact pile drivers, pogo-stick compactors, crack-and-seat equipment, vibratory pile drivers, and vibratory compaction equipment.

PPV = peak particle velocity; in./sec. = inches per second

Source: Caltrans 2020

Propagation

Vibration energy spreads out as it travels through the ground, causing the vibration level to diminish with distance away from the source. High-frequency vibrations diminish much more rapidly than low frequencies, so low frequencies tend to dominate the spectrum at large distances from the source. Variability in the soil strata can also cause diffractions or channeling effects that affect the propagation of vibration over long distances (Caltrans 2020). When a building is exposed to vibration, a ground-to-foundation coupling loss (the loss that occurs when energy is transferred from one medium to another) will usually reduce the overall vibration level. However, under rare circumstances, the ground-to-foundation coupling may amplify the vibration level due to structural resonances of the floors and walls.

Sensitive Receptors

Noise exposure goals for various types of land uses reflect the varying noise sensitivities associated with those uses. Generally, a sensitive receiver is identified as a location where human populations (especially children, the elderly, and sick persons) are present, and where there is a reasonable expectation of continuous human exposure to noise. Noise-sensitive land uses generally include residences, hospitals, schools, churches, libraries, and parks.

Vibration-sensitive receivers, which are similar to noise-sensitive receivers, include residences and institutional uses, such as hospitals, schools, and churches. However, vibration-sensitive receivers also include buildings where vibrations may interfere with vibration-sensitive equipment that is affected by vibration levels that may be well below those associated with human annoyance (e.g., recording studios or medical facilities with sensitive equipment).

Groundborne Vibration

Groundborne vibration of concern in environmental analysis consists of the oscillatory waves that move from a source through the ground to adjacent buildings or structures and vibration energy

may propagate through the buildings or structures. Vibration may be felt, may manifest as an audible low-frequency rumbling noise (referred to as groundborne noise), and may cause windows, items on shelves, and pictures on walls to rattle. Although groundborne vibration is sometimes noticeable in outdoor environments, it is almost never annoying to people who are outdoors. The primary concern from vibration is that it can be intrusive and annoying to building occupants at vibration-sensitive land uses and may cause structural damage.

Typically, ground-borne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases. Vibration amplitudes are usually expressed in peak particle velocity (PPV) or root mean squared (RMS) vibration velocity. The PPV and RMS velocity are normally described in inches per second (in/sec). PPV is defined as the maximum instantaneous positive or negative peak of a vibration signal. PPV is often used as it corresponds to the stresses that are experienced by buildings (Caltrans 2020).

High levels of groundborne vibration may cause damage to nearby buildings or structures; at lower levels, groundborne vibration may cause minor cosmetic (i.e. non-structural damage) such as cracks. These vibration levels are nearly exclusively associated with high impact activities such as blasting, pile-driving, vibratory compaction, demolition, drilling, or excavation.

Aircraft or Airport

The greatest potential for noise intrusion occurs when aircraft land, take off, or run their engines while on the ground. There are three primary sources of noise in a jet engine: the exhaust, the turbo machinery, and the fan. The noise associated with general aviation propeller aircraft (piston and turbo-prop) is produced primarily by the propellers and secondarily from the engine and exhaust.

Aircraft noise affecting the city is primarily generated by Oxnard Airport and the Naval Base, Ventura County at Point Mugu. Oxnard Airport is situated on 216 acres of land located in the southwest corner of the City. Oxnard Airport is served primarily by general aviation and commuter aircraft. Oxnard Airport total operations for 2018 were 73,798, a 28 percent decrease from the 2005 high of 101,862 (Ventura County Department of Airports 2019). Total operations are made up of local operations (flights that remain in the airport traffic pattern, for training and practice) and itinerant operations.

The Naval Base, Ventura County at Point Mugu is within the jurisdictional boundaries of the County of Ventura, which designates the site as "Institutional Use." The property is also within the Oxnard Planning Area. While no major established flight patterns pass over the city, infrequently used patterns do pass over residential areas of the city.

Camarillo Airport is also located within Ventura County. According to Ventura County, Camarillo Airport does not have any flight paths over Oxnard. However, the northeast portion of the city may experience noise generated by Camarillo Airport operations.

The 2030 General Plan PEIR concluded that the buildout of the 2030 General Plan would result in some instances where noise and related impacts would be significant and unavoidable. These include the following impacts:

- The 2021-2029 Housing Element could expose a variety of noise-sensitive land uses to traffic noise.
- The 2021-2029 Housing Element could expose a variety of noise-sensitive land uses to railroad noise.

- The 2021-2029 Housing Element could expose a variety of noise-sensitive land uses to excessive groundborne vibration or groundborne noise levels.

Noise Level Increases over Ambient Noise Levels

The operational and construction noise limits used in this analysis are set at reasonable levels at which a substantial noise level increase as compared to ambient noise levels would occur. Operational noise limits are lower than construction noise limits to account for the fact that permanent noise level increases associated with continuous operational noise sources typically result in adverse community reaction at lower magnitudes of increase than temporary noise level increases associated with construction activities that occur during daytime hours and do not affect sleep. Furthermore, these noise limits are tailored to specific land uses; for example, the noise limits for residential land uses are lower than those for commercial land uses. The difference in noise limits for each land use indicates that the noise limits inherently account for typical ambient noise levels associated with each land use. Therefore, an increase in ambient noise levels that exceeds these absolute limits would also be considered a substantial increase above ambient noise levels. As such, a separate evaluation of the magnitude of noise level increases over ambient noise levels would not provide additional analytical information regarding noise impacts and therefore is not included in this analysis.

Impact Analysis

- a. Would the project generate or expose persons to noise levels exceeding standards established in the Oxnard 2030 General Plan or Noise Ordinance, or applicable standards of other agencies?*

The 2021-2029 Housing Element, in and of itself, does not propose specific projects but puts forth goals and policies that regulate various aspects of new housing development in Oxnard. Because it is a policy document, the 2021-2029 Housing Element would not, in and of itself, result in impacts from a temporary or permanent increase in ambient noise levels in the vicinity. Future development projects would be subject to development plan review to determine potential concerns related to noise based on site-specific locations and development design.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. As required in OCC Chapter 7, Article XI (Sound Regulation), future development projects would be required to comply with the City's noise standards and design requirements to ensure indoor noise attenuation standards are achieved.

The 2030 General Plan PEIR lists primary noise sources throughout the city, which include roadways, highways, large trucks transporting materials to and from the city, and train noise, which is loudest near the train station and at intersections where the tracks cross (City of Oxnard 2009). AHD Rezone Sites may be situated near these noise sources. Individual projects would undergo environmental review, including the degree of noise exposure residential users would experience at the project site. These project-specific impacts would then be required to be mitigated based on standard

development conditions of approval and to comply with 2030 General Plan goals and policies concerning noise and with the City's Noise Ordinance.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Residential uses are not considered generators of excessive noise and as the 2021-2029 Housing Element facilitates residential development to meet the RHNA allocation, implementation of the 2021-2029 Housing Element is not expected to result in an excessive increase in noise. Furthermore, when occupied, residential uses would be required to conform to City ordinances that govern noise levels, particularly during events and at night. Impacts associated with adopting the 2021-2029 Housing Element would be less than significant.

LESS THAN SIGNIFICANT IMPACT

b. Would the project generate or expose persons to excessive groundborne vibration or groundborne noise levels?

Because it is a policy document, the 2021-2029 Housing Element would not, in and of itself, generate groundborne vibration or noise, but future construction facilitated by the 2021-2029 Housing Element could if it involved pile driving or other substantial groundborne noise and vibration generating tools. Long-term operation of future housing projects facilitated by the 2021-2029 Housing Element would not result in any groundborne vibration or excessive groundborne noise, although construction activities may result in temporary groundborne vibration and groundborne noise levels. Construction activities are limited to the periods of 7:00 a.m. and 6:00 p.m. Monday through Saturday (OCC Chapter 7, Section 7-188D). Standard conditions of project approval require compliance with the noise provisions of the OCC, City's CEQA Guidelines, and standard conditions of approval. New development or redevelopment is required to comply with these requirements, which would reduce potential impacts to less than significant.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Development proposals for individual projects would be subject to adopted development guidelines, including standards that govern noise and vibration. Furthermore, infill residential development is not usually associated with pile driving and other groundborne noise and vibration generating equipment. If these are proposed, during design review, the City could require that other equipment be utilized to complete the phases of construction that require pile-driving (e.g., foundation laying). Therefore, adoption of the 2021-2029 Housing Element would not result in generation of excessive groundborne vibration or groundborne noise levels and would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?*
- d. *Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?*

Residential uses are not typically substantial generators of substantial ambient noise. As discussed above, those generators include traffic, truck hauling, and industrial uses. Furthermore, the Noise Ordinance in the OCC governs the levels of ambient noise a project can generate and design review and project-specific environmental evaluation would assess potential noise levels a given project could generate.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. With adherence to these regulations and conditions, impacts related to increased temporary and permanent ambient noise would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- e. *For a project located within the airport land use plan for Oxnard Airport or within two miles of Naval Base, Ventura County at Point Mugu, would the project expose people residing or working in the project area to excessive noise levels?*

The Oxnard Municipal Airport is in the city of Oxnard and some AHD Rezone Sites are within 2.0 miles. At the time a specific project is proposed for development on those sites, environmental evaluation would determine if they were within the noise contours for the Oxnard Municipal Airport and appropriate mitigation would be applied as part of the standard conditions of project approval. Furthermore, projects would be subject to the following 2030 General Plan Infrastructure and Community Services chapter goal and policy:

Goal ICS-10 Improved and safe commercial air carrier services.

Policy ICS-10.3. Airport Operations Monitoring. Monitor impacts, such as vehicle congestion, overflight noise, and air pollution, from operations at the Oxnard Airport and work with the County Department of Airports to reduce these impacts if they are excessive.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions

of approval as part of the permitting process, including environmental review. Any impacts identified for an individual project would be addressed through the project approval process, including design review specific to any impacts determined to be potential for that project. Therefore, adoption of the 2021-2029 Housing Element would not expose residents to excessive airport noise levels and would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

f. Would the project expose non--human species to excessive noise?

The AHD Rezone Sites are largely in urbanized areas of Oxnard and development on those sites would consist of infill residential uses. These areas are not recognized as wildlife corridors or nursery sites (see Section 3, *Biological Resources*). Urban wildlife species, like birds and coyotes, are accustomed to urban noise levels and would not be affected by new development, except where noted in the discussions in Section 3, *Biological Resources*, (e.g., nesting birds). None of the AHD Rezone Sites are near agricultural farm animal production (e.g., egg-laying operations or dairies) and new development would not affect farm animals. Furthermore, residential uses are not associated with excessive noise levels and any development facilitated by the 2021-2029 Housing Element would be required to comply with the OCC Noise Ordinance, and would be subject to the Safety & Hazard chapter of the 2030 General Plan goals and policies.

The 2021-2029 Housing Element, in and of itself, does not propose specific projects but puts forth goals and policies that regulate various aspects of new housing development in Oxnard. Because it is a policy document, the 2021-2029 Housing Element would not, in and of itself, result in impacts that expose people to excessive noise levels associated with airports. Future development projects would be subject to development plan review to determine potential concerns related to noise based on site-specific locations and development design. Development proposals for individual projects would be subject to adopted development guidelines, including standards that govern noise levels. Any impacts identified for an individual project would be addressed through the project approval process, including design review specific to any impacts determined to be potential for that project. Therefore, implementation of the 2021-2029 Housing Element would not expose non-human species to excessive noise and would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

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15 Population and Housing

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in substantial (15 single-family or 25 multi-family dwelling units - about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Would the project directly or indirectly interfere with the operation of an existing or planned school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Population

As shown in Table M, Oxnard’s estimated January 1, 2021 population was 204,675, making up 24.5 percent of the total population in Ventura County (DOF 2021). Table M also shows population growth in the city since census year 2000. Oxnard had the fourth highest growth rate of cities in Ventura County at four percent, but the city population growth was still lower than the state as a whole at seven percent. As evident from the percentage change depicted in Table M, the population growth has been fairly flat since 2010, with an average increase of only 0.36 percent between 2010 and 2020 (DOF 2021). This falls below SCAGs

anticipated growth, which estimated a growth of about 3,347 persons per year over the 20-year planning horizon.

Table M. Oxnard Population Trends and Forecast

Year	Population	Numerical Change	Percentage Change
2000	170,358	---	---
2001	174,243	3,885	2.3%
2002	175,673	1,430	0.8%
2003	180,655	4,982	2.8%
2004	184,572	3,917	2.2%
2005	185,994	1,422	10%
2006	187,275	1,281	0.7%
2007	189,844	2,609	1.4%
2008	191,877	2,033	1.1%
2009	197,764	5,887	3.0%
2010	197,899	135	0.1%
2011	199,773	1,874	1.0%
2012	200,750	977	0.5%
2013	201,455	705	0.4%
2014	203,418	1,963	1.0%
2015	205,475	2,057	1.0%
2016	205,933	458	0.2%
2017	205,725	-208	-0.1%
2018	205,883	158	0.1%
2019	205,777	-106	-0.1%
2020	205,950	173	0.1%
2021	204,675	-1,275	-0.6%
2030 (projection)	238,126	33,451	14%

Note: percentages are rounded
 Source: DOF 2021, SCAG 2016

As shown in Table M, SCAG’s 2016 Growth Forecast projected the 2030 population in Oxnard to be 238,126 (SCAG 2016). The 2021-2029 Housing Element projects that the population in Oxnard could reach 238,126 by 2029, an increase of approximately 14 percent over existing conditions, a number that is in line with the SCAG projections. Finally, current growth trends do not suggest that population would reach either projection over the next eight years.

Housing Stock

Between 2010 and 2020, Oxnard added 3,468 housing units, representing a growth rate greater than Ventura County overall and higher than most other cities in the county (City of Oxnard 2021a). Multi-family homes with five units or more (i.e., apartments or condominiums) increased at a high rate (25 percent), but single-family detached homes made up most of the housing stock (55 percent). Table N provides a summary of housing unit types and shows changes from 2000 to 2020.

Table N. Oxnard Housing Stock Characteristics and Changes

Unit Type	2000 Number of Units	Percentage of Stock	2020 Number of Units	Percentage of Stock	Number of Units Change	Percentage Change
Single-family detached	30,226	57%	30,743	55%	517	2%
Single-family attached	5,632	11%	5,802	10%	170	3%
2 to 4 units	3,670	7%	3,842	7%	172	5%
5+ units	10,629	20%	13,238	24%	2,609	25%
Mobile home and other	2,615	5%	2,615	5%	0	0%
Total	52,772	100%	56,240	100%	3,468	7%

Source: City of Oxnard 2021a

Households

A household is defined as a group of people who occupy a housing unit (U.S. Census Bureau 2015). A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant dwelling units. Not all of the population lives in households. Some live in group quarters, such as board and care facilities, while others are unhomed. The 2020 Homeless Count and Survey identified 1,743 persons without permanent housing of which 567 were in Oxnard (VC Star 2020).

In Oxnard, there were an estimated 43,576 households in 2000 and 51,460 in 2018, including property owners and renters (City of Oxnard 2021a). SCAGs 2020 RTP/SCS projected an estimated 20 percent growth from 2016 to 2045, for a total of 61,600 households. This would require an increase in housing stock of up to 823 units. The population growth trend in Oxnard, however, does not support this projected increase.

The study area for population and housing includes the entire city, but this IS-MND only analyzes the impacts that development on the AHD Rezone Sites would have if full build-out were achieved (823 units over eight years). This analysis does not consider development of other projects approved or under development. The AHD Rezone Sites are predominantly situated in areas currently zoned for commercial, business research, and light industrial uses that are already developed.

Impact Analysis

- a. *Involve a General Plan amendment that could result in an increase in population beyond that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?*
- b. *Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?*

The 2021-2029 Housing Element would allow for the rezoning of parcels associated with 25 AHD Rezone Sites, where an affordable housing overlay would be applied to properties zoned for commercial, industrial, and business research park uses. Land uses of the 2030 General Plan would also be amended in some cases to provide for mixed residential and other uses. This would allow the development of up to 823 new housing units as either infill development on under-utilized parcels in many cases or new development on previously undeveloped parcels in a few cases.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

As such, the 2030 General Plan amendments would not result in substantial environmental impacts as the AHD Rezone Sites are largely developed and new projects implemented under the 2021-2029 Housing Element would constitute largely infill development, although at a higher density than the uses being replaced. Potential environmental impacts are discussed in more detail throughout this document.

If all 823 AHD Rezone Sites units were built, it could result in up to 3,177 new residents, if all units were fully occupied by the estimated household size (i.e., 3.86 persons per household, DOF 2021). Not all units would accommodate this household size, but 3,177 additional residents over existing conditions associated with full build-out of the AHD Rezone Sites is the conservative estimate upon which this analysis is based. This number of new residents would bring the 2030 population in Oxnard to 207,852, a number well under SCAG's population growth projection of 237,300. Therefore, even with full build-out of the 2021-2029 Housing Element AHD Rezone Sites, impacts to population growth would be less than significant.

LESS THAN SIGNIFICANT IMPACT

- c. *Result in substantial (15 single-family or 25 multi-family dwelling units - about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?*
- d. *Would the produce displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?*

The 2021-2029 Housing Element facilitates development of up to 823,129 units on 14 AHD Rezone Sites. These would mostly be infill development projects on under-utilized and vacant parcels. Projects facilitated by this infill development would not result in the net demolition of existing affordable housing and it would not result in the net loss of housing units through demolition, conversion, or other means and it would not displace existing people or necessitate the construction of replacement housing elsewhere. There would be no impact.

NO IMPACT

- e. *Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?*
- f. *Would the project directly or indirectly interfere with the operation of an existing or planned school?*

As stated under Thresholds (a) and (b) above, full build-out of the 823 AHD Rezone Sites would result in up to 3,177 new residents, a. A portion of this new population would likely be school-age and would attend local public schools including those operated by Hueneme Elementary School District, Ocean View School District, Oxnard School District, Oxnard School District, Oxnard Union High School District, and Rio Elementary School District (City of Oxnard 2006).

Hueneme Elementary School District contains nine elementary schools, and two junior high schools. of these, only the following are within the City: Hollywood Beach Elementary, Julien Hathaway Elementary, Art Haycox Elementary, Hueneme Elementary, Ansgar Larsen Elementary, Fred L. Williams Elementary, Charles Blackstock Junior High, and E. O. Green Junior High.

Ocean View School District contains one preschool, three elementary schools, and one middle school. Within the City there is Mar Vista Elementary, Tierra Vista Elementary, and Ocean View Junior High.

Oxnard School District contains one preschool, 17 elementary schools (including PreK-5th grade, K-5th grade, and preK-8th grade), and three middle schools. A number of the students from these schools matriculate into the Oxnard Union High School District, which contains nine high schools, one adult education school, and one middle college.

Rio School District contains five elementary schools (K - 5th grade), two K-8 schools, and two middle schools (6th - 8th grade), all of which occur within the City. These include Rio del Mar Elementary, Rio del Norte Elementary, Rio Lindo Elementary, Rio Plaza Elementary, Rio Rosales Elementary, Rio Real Elementary, Rio del Sol Elementary, Rio del Valle Middle School , and Rio Vista Middle School.

At the elementary school level (k-5th grade), the Rio Elementary School District is over capacity. At the time the Facilities Master Plan was prepared in 2014, it was predicted that only one elementary school would be under capacity by 2016 and that two schools would be over 100 percent utilization (Rio School District 2014). By 2018, in the Developer Fee Justification Study & School Facilities Needs Analysis, the District determined that for the elementary grades K-5 it was 207 students over capacity, but for the middle school grades 6-8 it was 201 students under capacity (Rio School District 2018).

Based on generation rates used in the 2018 study, the Rio Urbana project would generate about 29 K-5 students and 10 grade 6-8 students, or about 10 percent of the projected growth at the time (Rio School District 2018).

Oxnard Union High School District has seven existing high schools, plus an independent study school and a continuation school. Nearest to the project site are: Oxnard High School, Pacifica High School, and Rio Mesa High School. All three of these high schools have student enrollment in excess of their original facility capacity and all three use portable classrooms to accommodate part of their current enrollment (Oxnard Union High School District 2017a, 2017b, 2017c).

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are

subject to development standards and conditions of approval as part of the permitting process, including environmental review.

To offset a project's potential impact on schools, Government Code 65995(b) establishes the base amount of allowable developer fees a school district can collect from development projects located within its boundaries. The fees obtained by the local districts are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. Project's facilitated by the 2021-2029 Housing Element Update would be required to pay the State-mandated school impact fees. Pursuant to Section 65995(3)(h) of the California Government Code (SB 50, chaptered August 27, 1998), the payment of statutory fees "...is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, impacts to local public schools as a result of the project would be less than significant.

LESS THAN SIGNIFICANT IMPACT

16 Public Services and Recreation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Fire Protection

Fire prevention, fire suppression, and emergency medical services are provided throughout Oxnard by the Oxnard Fire Department (OFD). There are eight fire stations in Oxnard as of April 2020. The OFD is staffed by 124 uniformed members, with 36 on duty per shift. Based on the current population, Oxnard’s ratio at the time this report was written is one firefighter per approximately 1,661 residents, and the eight fire stations serve approximately 26,000 residents per station. These numbers are below national standards, which state one firefighter for every 1,000 residents is the desired ratio (National Fire Protection Association 2020). Emergency calls per service unit are approximately 30,000 annually, distributed across 10 units. More than 70 percent of these originate from residential uses, which have the highest impact on fire protection services (OFD 2021). OFD can access additional manpower and equipment through an automatic aid agreement with Ventura County and mutual aid agreements with the City of Ventura and Point Mugu Naval Air Station. OFD maintains an emergency fire call response time of 80 seconds (1 minute, 20 seconds) and based on data from June 23 to Jul 23, 2021, the average response time for emergency fire calls was 60.1 seconds (OFD).

Response time is only one factor contributing to fire protection services and all standards that affect the ability of the OFD to provide services to the residents of Oxnard need to be assessed when considering potential impacts.

Police Protection

The Oxnard Police Department (OPD) is the local law enforcement agency responsible for providing police services to the city. The OPD operates several police storefronts and drop-in centers, but major operations are based in the Public Safety Building at 251 South C Street in Oxnard. The Patrol Division is part of OPD’s Field Services Bureau and has four districts. In 2010, the OPD had 238 sworn officers and 152 civilian personnel. The 2021 population of Oxnard was 204,675 (DOF 2021), making the ratio 1.2 officers per 1,000 people. The OPD states its target service ratio is 1.3 officers per 1,000 residents, which is slightly more than current conditions. The OPD has 249 sworn officers and 126 civilian personnel.

Police units are usually mobile, making actual distance between a headquarters facility and the project site less relevant. Instead, the number of officers on the street relates more directly to the realized response time. OPD has no official goal for emergency calls but strives to respond within five minutes or less. The OPD uses a metric of 0.5 police calls per year per resident. In 2007, OPD handled an average of 1,176 calls for service per year per patrol officer. In 2019, OPD handled an average of 1,134 calls for service per year per patrol officer. The optimum number is no more than 550 calls for service per person per patrol officer. Service response times average 5.8 minutes.

Park Facilities

The City of Oxnard Public Works Park Division manages all municipally owned and operated recreation and park facilities in Oxnard. The department operates and maintains 370 park acres, 81 miles of medians, and 129 acres of open space (City of Oxnard 2021b). With a 2021 population of approximately 204,675 residents (DOF 2021), the department had a ratio of 1.5 acres per 1,000 residents. As identified in the City of Oxnard 2030 General Plan, approximately 759 acres of developed or planned parks are in Oxnard (2030 General Plan page 1-21). When these are completed there will be about 2.76 acres of park facilities per 1,000 residents. If regional parks, beaches, and other accessible open space are all considered, then the parkland available to Oxnard residents is higher. The 2030 General Plan encourages the following standards for parks within the city (Table O).

Table O. City Park Standards

Type of Park	Net acres/1,000 Residents	Minimum Net Acres/Park	Service Radius
Mini/Pocket Park	no standard	no standard	0.33 mile
Neighborhood Park	1.5	5	0.5-1 mile
Community Park	1.5	20	1 to 1.5 miles
Total	3.0	N/A	N/A

Libraries and Community Facilities

The Oxnard Public Library (OPL) provides library services throughout the city at three locations: Downtown Main Library, South Oxnard Center Library, and the Colonia Branch Library. The OPL has nearly 400,000 items in its collection. The State of California library standards are a goal of 0.5 square-foot of library facility per

resident. The 1996 American Library Association minimum standard for public library space was 0.6 square-foot per person residing in the library's service area.

Impact Analysis

- a. *Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*
- b. *Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?*
- c. *Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?*
- d. *Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?*

The 2021-2029 Housing Element, in and of itself, does not propose specific projects but puts forth goals and policies that regulate various aspects of new housing development in Oxnard. Because it is a policy document, the 2021-2029 Housing Element will not, in and of itself, result in impacts related to public facilities and services. Furthermore, the additional housing unit totals proposed under the 2021-2029 Housing Element are within the growth envisioned and assessed in the 2030 General Plan PEIR.

Nonetheless, increases in population that result from implementation of the 2021-2029 Housing Element will necessitate increased demand for fire and police protection, and library and other facilities that serve residents. The City provides these services and would assess fire impact fees to address the increased need for public services as part of the development application process.

Future development will require project-specific environmental evaluation to determine compliance with City regulations and that any potential impacts are less than significant. Any impacts identified for an individual project would be addressed through the project approval process, including design review, environmental review, and mitigation measures specific to any impacts determined to be potential for that project. Furthermore, all residential development on the proposed AHD Rezone Sites would be subject to the following 2030 General Plan Infrastructure and Community Services chapter goals and policies along with routinely applied development standards and conditions of approval:

Goal ICS-19 Adequate and effective law enforcement and the incorporation of crime prevention features in developments.

Policy ICS-19.2. Continue to require the Police Department to review proposed development projects and provide recommendations that enhance public safety.

Policy ICS-19.7. Require new development to fund a fair share extension of police services to maintain service standards, including personnel and capital improvement costs.

Policy ICS-19.8. Achieve and maintain an average response time of five minutes or less for priority-one calls.

- Goal ICS-20** Protected public through effective fire protection services and the incorporation of fire safety features in new development.
- Policy ICS-20.1.** Achieve and maintain a response time of five minutes 90 percent of the time as a goal for service call response and siting of new fire stations.
- Policy ICS-20.3.** Require new commercial, residential, and industrial development to provide sprinklers and related fire detection and suppression equipment per City Fire Department requirements, and incorporate measures for fire prevention and access for firefighting personnel and equipment.
- Policy ICS-20.5.** Require new development to fund a fair share extension of fire services to maintain service standards, including personnel and capital improvements costs.
- Policy ICS-20.7.** Ensure that water main size, water flow, fire hydrant spacing, and other fire facilities meet City standards.
- Policy ICS-20.8.** Review new development applications to assess potential impacts to existing fire protection services and the need for additional and expanded services.
- Policy ICS-20.10.** Require that new development provide adequate access for emergency vehicles, particularly firefighting equipment, and evacuation routes, as appropriate.
- Goal ICS-22** A full-service, high-quality public library system.
- Policy ICS-22.1.** Evaluate additional funding mechanisms for the construction and operation of libraries within the City.
- Policy ICS-22.3.** Continue to adjust library services to meet the educational, informational, and cultural needs of all city residents..
- Goal ICS-23** A full range of recreational facilities and services accessible to all Oxnard residents, workers, and visitors.
- Policy ICS-23.1.** Provide park and recreation facilities at a level that meets the standards for neighborhood and community parks (see Table O).
- Policy ICS-23.3.** Prior to incorporation of residential projects or areas into the City, assess the need for additional parkland and the need and desire for pet-friendly areas within parks.
- Policy ICS-23.9.** Support efforts to develop regional facilities that are easily accessible to Oxnard’s population.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. OCC Chapter 15, Section 15-173 discusses development fees assessed on new projects within the City that will be used to support the provision of public services such as those discussed above for increased population and/or demand generated by that project. However, as the 2021-2029 Housing Element would facilitate infill development of up to 823 housing units on the AHD Rezone Sites, the impact is expected to be less than significant relative to public facilities and services.

LESS THAN SIGNIFICANT IMPACT

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17 Transportation

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Oxnard is an urban/suburban city characterized by major arterial roadways that traverse the city north to south and east to west, described in detail in the 2030 General Plan Background Report (City of Oxnard 2006). U.S. 101 forms a northeasterly boundary and State Route 1 traverses the city from its intersection with U.S. 101 in the north to NAS Point Mugu in the southwest. SR 34 joins SR 1 at the eastern edge of the city and provides connectivity with Camarillo to the east. SR 232 connects U.S. 101 in the El Rio area and joins SR 118 just beyond the eastern city limits.

These roadways form a network for people traveling within and beyond the city and for the transport of goods within, from, and to the city. Other modes of transportation include walking and bicycling, passenger rail facilities, and other ride-share methods. Oxnard residents continue to rely on private automobiles for transportation in and out of the city, while the City continues to focus on reducing this dependency by providing opportunities for residential development in and near transportation corridors.

The 2030 General Plan PEIR analyzed traffic impacts based on level of service (LOS) criteria, an approach that has been superseded by the passing of Senate Bill (SB) 743, which provides a new metric, vehicle miles travelled (VMT), as a basis for determining environmental transportation impacts. The 2030 General Plan PEIR found that significant and unavoidable traffic impacts would occur under potential 2030 General Plan build-out because it could result in five intersections operating below LOS C, which was the City's adopted CEQA traffic impact threshold for the 2030 General Plan. The analysis in this IS-MND follows current State guidelines and uses the revised CEQA Guidelines Section 15064.3, subdivision (b) to guide analysis of the traffic, focusing instead on VMT using the following methodology.

Methodology

Performance Metrics

SB 723 eliminates LOS as a basis for determining significant transportation impacts under CEQA and provides a different performance metric - VMT. With this change, the State shifted the focus from measuring a project's impact upon drivers (LOS) to measuring the impact of driving (VMT) on achieving its goals of reducing GHG emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 723 implementation, OPR produced a technical advisory document, which informs this VMT analysis (OPR 2018). Key terms for this new type of analysis are defined as follows, with methodology specifics outlined in the following Methodology section:

- **Vehicle Trips (VT).** VT are defined as the number of trips undertaken in an automobile, such as in single occupancy vehicles, private automobiles, and vehicles that contain two or more travelers, such as carpools, taxis, or ride-share vehicles. A reduction in VT over time can indicate a reduced reliance on the automobile as well as more travel by carpools and active transportation.
- **Vehicle Miles Traveled (VMT).** VMT is a measurement of vehicle miles traveled (e.g., private automobiles, trucks and buses) by all land uses (e.g., residential, retail, office) within a defined region, such as in Oxnard. A reduction in VMT over time can indicate a reduced reliance on vehicular travel, primarily by private automobiles.
- **Home-based VMT per Capita.** Home-based VTs are traced to the residence of the trip maker and then divided by the residential population within the geographic area. This metric is used to estimate VMT for residential land uses. This does not include trips by residents that did not originate from their home location, such as a lunch trip from their office location or a trip from a hotel.
- **Home-Based Work VMT per Employee.** VTs between home and work are counted and then divided by the number of employees within the geographic area. This metric is used to estimate VMT for office, industrial, and commercial land uses. This does not include visitor or delivery trips to an office location.
- **Service Population.** Service population is the sum of population and employment within a defined region, such as the city of Oxnard
- **Total VMT per Service Population.** Total VMT per service population is a metric comprising all VMT to and from all land uses within a defined region divided by the total service population. This includes not only trips that are attracted and produced by home and work trips, but also trips that fit in neither category (i.e., school to grocery store) as well as freight/delivery trips.

Thresholds of Significance

Thresholds of significance are based on the questions in Appendix G of the CEQA Guidelines and the City's 2017 CEQA Thresholds, with the City's thresholds being adapted to meet current State law and following OPR's recommendations.¹²

The following thresholds were applied to this analysis.

1. Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities

¹² The City has adopted the OPR 2018 guidance for this analysis.

2. Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)
3. Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)
4. Would the project result in inadequate emergency access

Threshold 2 above reflects the new SB 743 guidelines that require VMT as the primary metric to assess potential transportation impacts in CEQA documents instead of LOS (OPR 2020). The CEQA Guidelines Section 15064.3, Subdivision (b) specify the following impact criteria:

Land Use Projects. CEQA Guidelines Section 15064.7, *Thresholds of Significance*, encourages lead agencies to develop and publish thresholds of significance. Pursuant to Section 15064.7(b), the City of Oxnard can adopt thresholds of significance for VMT by ordinance, resolution, rule or regulation through a public review process supported by substantial evidence. In the *Technical Advisory*, OPR recommends 15 percent below the Baseline VMT as the threshold for identifying a significant VMT impact for land use projects and plans. This threshold is based on research conducted to determine the VMT reduction needed in order to help the State achieve its greenhouse gas reduction/climate change mitigation goals, including those set forth in Assembly Bill 32 (2006), Senate Bill 375 (2008), and Senate Bill 32 (2016).

Since VMT analysis depends heavily on land use and location, OPR has provided guidance related to several opportunities for screening projects from requiring a VMT analysis. Generally, small projects, projects in an existing low VMT area, and projects within 0.5 mile of either an existing major transit stop or a stop along an existing high-quality transit corridor, as defined by SCAG, may be presumed to cause a less than significant VMT/transportation impact (OPR 2018). Projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.

Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate. For this analysis, construction traffic is not analyzed as the programmatic analysis has no way to estimate with any accuracy the degree of construction traffic and when it might occur.

Appropriate Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's VMT, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's VMT and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate VMT and any revisions to model outputs should be documented and explained in the environmental document prepared for the project.

The City retained the transportation consultant Fehr & Peers to work with City staff and the Ventura County Transportation Commission (VCTC) to model VMT for existing conditions (2021) and build-out under the 2021-2029 Housing Element. The VMT modeling results are presented later in this section and the memorandum is included as Appendix A.

Pursuant to OPR's Technical Advisory, development under the 2021-2029 Housing Element could result in impacts related to transportation if VMT per service population, home-based VMT per capita, and/ or home-based VMT per employee exceed an applicable VMT threshold of significance. OPR recommends a total VMT per service population, home-based VMT per capita, and/ or home-based VMT per employee remain 15 percent below a baseline VMT as the threshold for identifying a significant VMT impact.

Based upon OPR's guidance, the City identified the 2021 baseline of VMT per service population to analyze implementation of the 2021-2029 Housing Element for potential transportation impacts. The 15 percent threshold was established as amount to determine potential impact. The City determined that a programmatic evaluation based upon the VMT per service population would most accurately reflect projected population growth and potential new trips from the AHD Rezone Sites to jobs, school, and residences in the city, without speculating about the effects of increased vehicle trips from actual project sites, which are difficult to accurately forecast at this planning stage. Service population is the sum of the number of employees, residents, and students within the designated geographic area. Projects that are implemented on the AHD Rezone Sites may be screened out, exempt from, or required to undergo project-level VMT review, depending on the size of the project and its potential contribution to VMT.

Impact Analysis

- a. *Would the project conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?*

The City of Oxnard is committed to reducing GHG emissions and addressing the impacts of climate change on public health, infrastructure, ecosystems, equity, and public spaces, while continuing to provide viable infrastructure for mobility.

Adoption of the 2021-2029 Housing Element would not conflict with any applicable program, plan, ordinance, or policy relevant to the transportation system, nor would it limit or preclude the City's ability to implement programs and policies that further the climate and equity goals in the 2030 General Plan or any other future plans that focus on reducing GHG emissions for the following reasons¹³

The City's 2030 General Plan Infrastructure and Community Services chapter provides goals and policies that address adequate vehicular and alternative transportation in the city, as follows:

- Goal ICS-5** A passenger railroad system that serves the needs of the residents, visitors, and workers.
- Policy ICS-5.1.** Enhanced Passenger Rail Service. Encourage improved rail passenger service on Amtrak and Metrolink, including commuter service and other express services to Santa Barbara, East Ventura County, and Los Angeles County.
- Policy ICS-5.2.** Passenger Rail Service Expansion. Support improvement and expansion of the Santa Paula Branch Line and the Ventura County Railway for regular passenger railroad service.
- Policy ICS-5.3.** Sub Regional Transportation Centers. Develop one or more sub-regional multimodal-transit transfer centers within Urban Villages (including The Village, RiverPark, Sakioka Farms specific plans) and other appropriate areas in cooperation with Gold Coast Transit that could include a local collector shuttle service, access to Gold Coast service, commuter parking and access to regional commuter buses, shuttle service to the Oxnard Transit Center, access to vehicle rental or subscription services, bicycle parking and services, and the like. This policy is intended to support SB 375 and the regional Sustainable Communities Strategy.

¹³ The City of Oxnard is in the process of developing a city-wide climate action and adaptation plan (CAAP) that will provide a robust and innovative approach to addressing future climate goals and develop a vision for how sustainability should be implemented in the city (City of Oxnard 2021c).

Goal ICS-6 Public transit system that serves the needs of the residents and workers of Oxnard.

Policy ICS-6.1. Transit Facilities for New Developments. Include transit facilities such as bus benches, shelters, pads or turnouts, where appropriate, in new development improvement plans.

Policy ICS-6.2. Transit Service Provision. Continue to participate with public transit agencies to develop bus service to major commercial, employment, school and special event destinations.

Policy ICS-6.3. Paratransit. Continue to support dial-a-ride and other paratransit options for senior and disabled residents of the City.

Policy ICS-6.4. Private Bus Transportation. Support private bus transportation (including Greyhound, Transportes Intercalifornias and the Ventura County Airporter, etc.) for increased commuter and travel options for residents of the City and the region.

Policy ICS-6.5. Signal Priority for Transit. Incorporate intersection signal priority for transit services within the ITS Program.

Policy ICS-6.6. Alternative Transit Options. Utilize, where feasible, environmentally clean transit vehicles such as liquefied natural gas and hybrids.

Goal ICS-8 Safe bicycle and pedestrian circulation throughout the City.

Policy ICS-8.1. Improved Bicycle and Pedestrian Safety. Promote safety by minimizing conflicts between automobiles, bicycles, and pedestrians with special attention to lighting resources on commercial corridors.

Policy ICS-8.2. Bicycle Route Plan. Plan a citywide system of safe, efficient, and attractive bicycle routes for commuter, school, and recreational use. Maintain a bicycle route map in the office of the City Traffic Engineer that is widely available for public use.

Policy ICS-8.3. Completing Bicycle and Sidewalk Network. Prioritize plans for bicycle and pedestrian facilities that provide continuity, and close gaps in the city's existing bike path and sidewalk network.

Policy ICS-8.4. New Development Requires Bicycle Improvements. Where designated, require proposed developments to include bicycle paths and / or lanes in their plan and to clearly indicate possible bicycling hazards such as speed bumps and storm drain inlet grates in parking lots.

Policy ICS-8.5. Public Sidewalks and Pedestrian Orientation. Consider and require where appropriate and feasible the enhancement of the pedestrian environment as part of private development and public works projects, especially for public sidewalks.

Policy ICS-8.6. Americans with Disability Act (ADA) Handicap Requirements. Require installation of ADA compliant handicapped ramp curb-cuts and other ADA access with all new roadway construction and significant reconstruction of existing roadways, parking lots, plazas and pedestrian areas, and parks.

Policy ICS-8.7. Downtown and Beach Area Bicycle Accessibility. Support improvements to increase bicycle accessibility in and around the Downtown area and bicycle route access to the harbor, beach, and other popular destinations.

Policy ICS-8.8. Educational Facilities. Coordinate with public school districts and other educational facilities to design pedestrian and bicycle access as the preferred access to schools rather than vehicular, and improve drop off and pick up circulation, especially during the morning and afternoon peak periods.

Policy ICS-8.9. Street Crossings. Design street crossings to provide for the safety needs of bicyclists and pedestrians in accordance with the designations set forth in the Bicycle Master Plan.

Policy ICS-8.10. Coastal Trail Development. Encourage, plan, and participate in development of an aesthetic, educational, safe and convenient trail program in the coastal resource areas in cooperation with other agencies, where environmentally appropriate.

Policy ICS-8.11. Bicycle Parking and Storage. Develop standards for safe and adequate facilities for storing and locking bicycles at business and employment centers, recreation areas, and major public facilities.

Policy ICS-8.12. Roadway Surfacing. Maintain and improve the surface quality of the right shoulder of roadways so that it is suitable for bicycle travel.

Policy ICS-8.13. Importance of Pedestrian and Bicycle Access in Site. Planning Require that new development treat pedestrian and bicycle circulation as equal to or preferred to vehicular access in site design including, but not limited to, access to neighborhood and commercial shopping centers, schools, and parks.

Policy ICS-8.14. Connecting Facilities. Create a physical link for pedestrian and bicycle traffic between parks and recreation facilities as specified in the Bike and Pedestrian Master Plan.

The City has also adopted the Bicycle and Pedestrian Facilities Master Plan (City of Oxnard 2011), which provides a broad vision, strategies, and actions for the improvement of bicycling and walking in Oxnard. The 2011 Bicycle Master Plan updates the 2002 version and was developed to build upon and enhance that plan. The purpose of this Plan is to expand the existing networks, close gaps, address constrained areas, provide greater connectivity, educate, encourage, and maximize funding sources.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are

subject to development standards and conditions of approval as part of the permitting process, including environmental review. The AHD Rezone Sites are largely in developed areas and would constitute infill on most of these sites. Infill development is considered to facilitate alternative modes of transportation as it places residential uses proximate to commercial, office, and other uses. Because 2030 General Plan goals and policies and the strategies proposed in the Bicycle Master plan align with programs in the 2021-2029 Housing Element that situate AHD Rezone Sites near transit stops and in mixed-use contexts, implementation of the 2021-2029 Housing Element will have a less than significant impact on other transportation plans .

LESS THAN SIGNIFICANT IMPACT

b. Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

The VMT analysis that follows is based upon a memorandum prepared by Fehr & Peers (Traffic Consultant) regarding the Oxnard Housing Element Update, included as Appendix A.

Baseline VMT - 2021

The Ventura County Transportation Model (VCTM) is a county-wide travel demand and miles traveled model maintained by the Ventura County Transportation Commission (VCTC). The VCTM is consistent with the regional 2016 SCAG RTP/SCS travel demand model, which includes socioeconomic and transportation network inputs, such as population, employment, and the regional and local roadway network. The model outputs several travel behavior metrics, such as vehicle trips and trip lengths, that can be used to calculate VMT. The VCTM was used to estimate the 2021 baseline VMT for Oxnard. Total VMT per service population is estimated by dividing the total VMT to and from all zones in a specified geographies, such as Ventura County and Oxnard, by the total service populations, which include population and daytime employment.

For the purposes of this analysis, the City identified the Ventura County VMT average as the baseline for determining whether the 2021-2029 Housing Element would have a substantial VMT impact (i.e., less than a 15-percent reduction in baseline (2021) VMT. Table P shows that the City’s baseline 2021 service population VMT is 21 percent lower than the Ventura County baseline 2021 service population VMT.

Table P. Oxnard Baseline VMT (2021)

VMT Metric		Baseline VMT (2021) Ventura County	Oxnard VMT Baseline (2021)
Total VMT	VMT per Service Population	26.5	20.9

Source: Appendix A

VMT Impact Threshold

As noted above, the City followed OPR’s 2018 guidance and identified a threshold of significance of less than a 15 percent reduction from the 2021 baseline VMT by the year 2029, the planning horizon for the 2021-2029 Housing element. If development and travel that would occur under implementation of the 2021-2029 Housing Element would generate VMT higher than the threshold, then the 2021-2029 Housing Element on the whole would have a significant VMT impact. If development and travel that would occur under implementation of the 2021-2029 Housing Element would generate VMT lower than the 2021 baseline, then the 2021-2029 Housing Element on the whole would not have a significant VMT impact. Table Q presents the City’s baseline VMT and VMT impact threshold of VMT per service population, which shows

that the VMT per service population that would result from implementation of the 2021-2029 Housing Element is 15 percent below the 2021 baseline.

Table Q. Oxnard Baseline VMT (2021) and VMT Impact Threshold

VMT Metric		Baseline VMT (2021) City of Oxnard	VMT Impact Threshold*
Total VMT	VMT per Service Population	26.5	22.5

* VMT impact threshold is 15% below the baseline VMT
Source: Appendix A

Project VMT Analysis

Fehr & Peers used the VCTM with the assistance of VCT staff to estimate the VMT that would result from implementation of the 2021-2029 Housing Element. All model inputs were interpolated to baseline (2021) and future year (2029) values using the 2016 and 2040 inputs provided by VCTC. The City provided the Oxnard population, number of households, and employment inputs for each of the analysis scenarios at the Traffic Analysis Zone (TAZ) level. TAZ’s are areas generally smaller than Census tracts.

Table R compares the City’s “plus Project” 2029 VMT to the threshold of significance. The “plus Project” 19.9 VMT reduction is 2.6 VMT greater than the 15 percent reduction goal of 22.5 VMT, defined as the VMT threshold. Therefore, implementation of the 2021-2029 Housing Element would not have a significant VMT impact as the Project’s VMT decrease is more than 15 percent below the 2021 baseline VMT.

Table R. 2021-2029 Housing Element VMT Analysis Results

VMT Metric		Baseline VMT (2021)	Future plus Project VMT (2029)	Percent Change	Potential VMT Impact?
Total VMT	VMT per Service Population	26.5	19.9	2.6 % below baseline	No

Source: Appendix A

2030 General Plan Goals and Policies that Address VMT

The following 2030 General Plan Infrastructure and Community Services chapter goals and policies, which support ongoing improvements to circulation and VMT reduction in the city are as follows:

Goal ICS-2 A transportation system that supports existing, approved, and planned land uses throughout the City while maintaining a level of service “C” at designated intersections unless excepted.

Policy ICS-2.1. Coordinate with Regional Transportation Planning. Continue to work cooperatively with the various local, state, and federal transportation agencies and private operators in Ventura County to maintain a transportation system that is well-integrated and interconnected in terms of service, scheduling, and capacity. Continue to participate in the Congestion Management Program (CMP) led by the Ventura County Transportation Commission (VCTC).

Policy ICS-2.3. Connector Road(s) to Camarillo Feasibility. Initiate a feasibility study for connecting Gonzales Road and/or Del Norte Boulevard eastward to Camarillo as an

emergency route and as mitigation to offload traffic from State Highway 101 between the two cities.

Policy ICS-2.4. Auxiliary Lanes on Highway 101 Feasibility. Initiate a feasibility study for financing and constructing northbound and southbound auxiliary lanes between the Oxnard Boulevard and Del Norte interchanges.

Policy ICS-2.5. Mitigate Impacts on County Roads. Require new development to contribute to the enhancement of Ventura County-maintained roads based on an updated City/ County Memorandum of Understanding.

Policy ICS-2.6. Reduction of Construction Impacts. Minimize and monitor traffic and parking issues associated with construction activities, require additional traffic lanes and/or other traffic improvements for ingress and egress for new developments for traffic and safety reasons, where appropriate.

Policy ICS-2.7. Consistent Roadway Signage. Continue to improve roadway signage Citywide to ensure that: 1) signage is accurate and not obscured or obstructed by vegetation or structures; 2) worded transportation signs are consistent and uniform; 3) typeface is uniform; 4) graphic symbols are consistent; 5) sign size is modular; 6) signs are grouped to reduce visual clutter wherever possible; and 7) traffic-control devices, lighting, and related items are on common poles where feasible

Policy ICS-2.8. Intelligent Transportation Systems. Implement the adopted Intelligent Transportation Systems (ITS), as well as other appropriate communication technologies, to improve flow of traffic, where feasible

Policy ICS-2.9. Coordinated Traffic Signal Timing with other Agencies. Coordinate with adjacent local agencies to continue and expand a traffic signal timing program that minimizes vehicle emissions

Policy ICS-2.10. High Capacity Corridors. Continue to evaluate high capacity corridors or “Smart Streets” as part of the City’s ITS program, as well as part of the regional Congestion Management Program

Policy ICS-2.12. Gateway Enhancements. Continue to enhance gateways (including but not limited to Ventura Road, Oxnard Boulevard, Vineyard Avenue, Rose Avenue, Rice Avenue, Del Norte Boulevard, Highway-101, Highway 1, Fifth Street, Channel Islands Boulevard, Pleasant Valley Road, Harbor Boulevard, Victoria Avenue, and Hueneme Road)

Policy ICS-2.13. Oxnard Boulevard, Fifth Street, and Corridor Studies. Initiate corridor studies for Oxnard Blvd. and Fifth Street that key off the State’s relinquishment of the streets to the City. Other corridors may be identified for studies as needed and funding permits. Corridor studies should be coordinated with transit service providers.

Conclusion

Because future development anticipated under the 2021-2029 Housing Element on the AHD Rezone Sites would generate total VMT per service population more than 15 percent below the 2021 baseline VMT, the Oxnard Housing Element Update would not result in a significant VMT impact under cumulative conditions.

However, as individual projects will be reviewed using the VMT per capita threshold, impacts of specific projects and cumulative impacts to which that project could contribute may be assessed during project-specific entitlement. Development projects that would have a potential VMT impact may be required to reduce their VMT through mitigation measures, which would be identified in coordination with City staff if environmental review is required by CEQA. Note that Level of Service (LOS) remains as a City-required development project impact analysis required by the City but that is separate from CEQA analysis and therefore not discussed in this document.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

As VMT per service population would be 15 percent less than baseline (2021) VMT, the 2021-2029 Housing Element will not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b). On a programmatic level, the 2021-2029 Housing Element would have a less than significant impact.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?*

The City's 2030 General Plan is updated periodically to correlate with the City's Housing Element to maintain a balance of housing, jobs, community services, and open space and to meet the need for current residential units and future anticipated housing needs. The 2030 General Plan also aims to provide public transportation and multi-use trails as alternatives to automobile travel throughout the community, and connect residents to open space, recreation, shopping, and jobs (City of Oxnard 2009, 2011). The 2030 General Plan Infrastructure and Community Services chapter goals and policies listed above apply and would ensure that roadways are maintained and connectivity is improved. During project-specific design review, roadways internal to the project and access to sites would be assessed for potentially hazardous design components, including sharp curves or dangerous intersections. However, as development on most AHD Rezone Sites would consist of infill, the introduction of hazardous features is unlikely.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. With adherence to design requirements and other standard conditions of approval, projects implemented under the 2021-2029 Housing Element would have less than significant impacts on transportation design hazards.

LESS THAN SIGNIFICANT IMPACT

d. Would the project result in inadequate emergency access?

Projects developed on AHD Rezone Sites as part of implementation of the 2021-2029 Housing Element would be subject to the above-listed policies and routinely applied development standards and conditions of approval, including review by OFD to ensure adequate emergency access. Future development on AHD Rezone Sites would be subject to discretionary review and would require project-specific environmental review to determine compliance with city regulations and that any potential impacts are less than significant. Potential impacts related to transportation cannot be assessed in a meaningful way until a project site and development components are known.

Any impacts identified for an individual project would be addressed through the project entitlement process, including design review, environmental review, implementation of routinely applied development standards and standard conditions of approval. The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. With adherence to these policies and standards, projects implemented under the 2021-2029 Housing Element would have less than significant impacts on emergency access.

LESS THAN SIGNIFICANT IMPACT

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18 Utilities and Service Systems

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would implementation of the 2021-2029 Housing Element:				
a. Need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require additional wastewater conveyance or treatment capacity to serve project demand and existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Generate solid waste that would exceed the permitted capacity of a landfill serving the City?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Conflict with federal, state, or local statutes or regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting

Water Supply

The City of Oxnard uses a combination of local groundwater and imported surface water to serve its customers. Generally, the City's water supply is provided by City-owned groundwater wells, groundwater purchased through the United Water Conservation District (UWCD), and imported surface water purchased through the Calleguas Municipal Water District. Currently all customers in the City receive a 1:1 ratio blend of imported water and local water (City of Oxnard 2006).

Wastewater

The Wastewater Division of the City Public Works Department owns, operates, and maintains wastewater collection and treatment infrastructure, including over 400 miles of sewer pipelines and 15 wastewater pumping stations. The collection system conveys flow to the Oxnard Wastewater Treatment Plant (OWTP). Most of the flow in the system is conveyed through the Ventura Road, Rose Avenue, Redwood, Western, Central, and Eastern trunk sewers (City of Oxnard 2006). The OWTP has an average dry weather treatment capacity of 31.7 million gallons per day (City of Oxnard 2017b).

Solid Waste Disposal

The City of Oxnard provides solid waste collection and recycling service to residences and businesses in Oxnard (City of Oxnard 2006). Solid waste collected in Oxnard is taken to the City-owned and operated Del Norte Regional Recycling and Transfer Station, a material recovery and waste transfer facility (MRF), located at the corner of Sturgis Road and Del Norte Road. Recoverable materials are

Environmental Checklist

removed from the waste stream at the MRF for recycling. The permitted capacity of the MRF is 2,779 tons per day (CalRecycle 2021a).

Solid waste that cannot be recycled is taken to either the Toland Road Landfill east of Santa Paula or the Simi Valley Landfill. The Toland Road Landfill has a permitted capacity of 1,500 tons of solid waste per day, and has a projected closure date of May 31, 2027 (CalRecycle 2021b). The Ventura Regional Sanitation District operates the Toland Road Landfill, and recently adopted a Certified Use Permit (CUP) to replace the permitted disposal maximum of 15 million tons to a height maximum of 1,435 feet above mean sea level, which would be managed by various techniques that would allow for more capacity without increasing the landfill footprint (Ventura Regional Sanitation District 2020). The Simi Valley Landfill & Recycling Center is a private facility operated by Waste Management, Inc. with a daily capacity of 9,250 tons of solid waste. The projected closure date for the Simi Valley Landfill is May 31, 2063 (CalRecycle 2021c).

Stormwater

Oxnard has a relatively flat topography, reaching a maximum of 80 feet above sea level. While much of the city is urbanized, a significant portion of Oxnard is undeveloped. These open areas allow for percolation and minimize runoff. Alternatively, developed areas with impervious surfaces generate increased surface runoff (City of Oxnard 2006). Storm drain facilities are maintained by the Public Works Department and the County of Ventura. This drainage system is used to handle stormwater runoff. Agricultural operations often use private underground tile lines to drain water into the city's storm drains or natural drainage courses.

Impact Analysis

- a. *Would the project need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan?*

The City's UWMP is undergoing an update.¹⁴ The current plan anticipates that residential water demand would rise incrementally over the 20-year planning horizon from 2020 to 2040 (City of Oxnard 2016). Table S presents the 20-year estimates for residential uses.

Table S. Projected Residential Water Use 2020 to 2040 Planning Horizon (AFY)

Land Use	2020	2025	2030	2035	2040
Single-family Residential	12,535	13,068	13,602	14,135	14,669
Multi-family Residential	5,071	5,286	5,502	5,718	5,934
Total	17,606	18,354	19,104	19,853	20,603

Notes: sf = square feet; AFY = acre-feet/year (one AF = 325,850 gallons)
Source: City of Oxnard 2016

A general estimate is that residential units use approximately 100,000 gallons per year (California Air Pollution Control Officers Association [CAPCOA] 2021). There are currently 56,240 housing units in Oxnard, equating to 17,259 AFY, which exceeds the total residential consumption that the UWMP estimates for 2020 by 347 AFY (City of Oxnard 2016).

¹⁴ The Draft 2020 UWMP can be accessed here: <https://www.oxnard.org/city-department/public-works/water/uwmp/>

The 2030 General Plan Infrastructure and Community Services chapter has goals and policies that support the provision of sufficient water, including through conservation, as follows:

Goal ICS-1 Provision of adequate facilities and services that maintain service levels, with adequate funding.

Policy ICS-1.1. Maintain the high priority of providing services to residents and visitors, and prevent deterioration of existing service levels

Policy ICS-1.2. Review development proposals for their impacts on infrastructure (e.g., sewer, water, fire stations, libraries, streets) and require appropriate mitigation measures to ensure that proposed developments do not create substantial adverse impacts on existing infrastructure and that the necessary infrastructure will be in place to support the development.

Goal ICS-11 Water supply, quantity, distribution, and storage adequate for existing and future development.

Policy ICS-11.4. Continue upgrading the potable and recycled water transmission and distribution systems in a timely manner to meet anticipated demand and to implement the GREAT Program.

Policy ICS-11.5. Support the policies of the Fox Canyon Groundwater Management Agency to protect, enhance, and replenish the aquifers underlying the Oxnard Plain.

Policy ICS-11.6. Require the use of water conservation offset measures (efficient low flow fixtures and irrigation systems, drought tolerant landscaping, leak detection programs, water audits, and public awareness and education programs) and/or proportional contributions to recycled water production and/or conveyance infrastructure related to the GREAT Program as mitigation for water supply shortage as determined by a Water Supply Assessment, CEQA documentation, or similar analysis as part of new or master plan development review.

Policy ICS-11.7. Promote water conservation in landscaping for public facilities and streetscapes, residential, commercial and industrial facilities and require new developments to incorporate water conserving fixtures (low water usage) and water-efficient plants into new and replacement landscaping.

Policy ICS-11.9. Continue to adhere to the recommendations of the Ventura County Regional Water Quality Planning Program regarding groundwater quality and extractions.

Policy ICS-11.13. Incorporate the City's Water Neutral Policy regarding new development into the 2010 Urban Water Management Plan and develop appropriate ordinances, policies, and/or programs to fully implement the policy

Adoption of the 2021-2029 Housing Element would provide opportunities for infill development of 823 units at full build-out. If the 823 units were added, 2021-2029 Housing Element implementation would increase annual water demand by 252.57 AFY. This analysis estimates the increase would be distributed across the 2021-2029 planning period. If the development and associated water use

Environmental Checklist

distribution occurred evenly throughout the planning period, the increase would be approximately 31.6 AFY. Adding 31.6 AFY to the UWMP estimates is nominal relative to the overall water use projections.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Furthermore, the specific projects would be subject to the development review process, including a determination of how much water would be required to meet the needs of that specific project build-out. Finally, full build-out is a conservative estimate that corresponds to the potential units that could be developed on the AHD Rezone Sites and actual development may involve fewer units depending on market factors. Therefore, build-out of the AHD Rezone Sites as implementation of the 2021-2029 Housing Element would have less than significant impacts to water supply and entitlements as anticipated in the 2016 UWMP.

LESS THAN SIGNIFICANT IMPACT

b. Would additional wastewater conveyance or treatment capacity be required to serve project demand and existing commitments?

In terms of sewer capacity, the 2019 Public Works Integrated Master Plan (IMP) identified few deficiencies in the existing and build-out scenarios. The IMP also identifies completion dates and trigger criteria for capital improvement projects related to these deficiencies. Capital improvement projects priorities are updated annually.

The PEIR estimated that the OWTP has sufficient capacity to accommodate wastewater generated by full build-out of the 2030 General Plan (City of Oxnard 2009). The 2030 General Plan Infrastructure and Community Services chapter also contains goals and policies that address infrastructure and service levels, including ICS-1 listed above. Other related goals and policies are as follows:

Goal ICS-12 Adequate capacity at City Wastewater Treatment Plant to accommodate existing and future development

Policy ICS-12.1. Require water recycling and resource recovery where possible in industrial operations to minimize sewer flows and sewer treatment demands.

Policy ICS-12.2. Continue to monitor the performance of the City wastewater treatment plant to determine when additional capacity will be required and plan for needed treatment capacity.

Policy ICS-12.3. Monitor and ensure that discharges comply with approved permits.

Policy ICS-12.6. Impose conditions in order to ensure adequate wastewater capacity for proposed development.

The 2021-2029 Housing Element Update would facilitate residential development on the AHD Rezone Sites of up to 823 units at full build-out. Without specific development proposals, it is impossible to assess the exact wastewater generation any given project would generate.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

Therefore, projects proposed under implementation of the 2021-2029 Housing Element would be subject to environmental review to determine if individual projects exceed the capacity. With compliance with the goals and policies of the 2030 General Plan and with City permitting requirements and standard conditions for new development, implementation of the 2021-2029 Housing Element would have less than significant impacts.

LESS THAN SIGNIFICANT IMPACT

- c. *Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?*
- d. *Would the project conflict with federal, state, or local statutes or regulations related to solid waste?*

The purpose of the 2021-2029 Housing Element is to comply with State housing element law requiring that the City show it has adequate land designated to accommodate the existing and projected housing needs reflected in the City's RHNA, which is based on the regional population forecasts. The RHNA does not encourage or promote growth, but rather requires communities to address the projected growth and accommodate its fair share of the regional housing needs to accommodate the forecasted growth. The 2030 General Plan Infrastructure and Community Services chapter offers a goal and the following policies to manage solid waste:

Goal ICS-14 Reduce solid waste and increase recycling.

Policy ICS-14.1. Continue to implement and participate in appropriate source reduction and recycling programs to meet mandated waste reduction levels as specified within the California Integrated Waste Management Act of 1989, promote the maximum feasible use of solid waste recycling and composting of organic waste, and strive to reduce commercial and industrial waste.

Policy ICS-14.3. Continue to require developers and operators to employ practices that reduce the quantities of waste generated and promote resource recovery during construction, demolition, and operation.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will

Environmental Checklist

be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review. Therefore, the Housing Element Update would not generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals and impacts would be less than significant.

LESS THAN SIGNIFICANT IMPACT

19 Wildfire

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the 2021-2029 Housing Element:

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a. Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Environmental Setting

The Oxnard 2030 General Plan, Chapter 6, Safety and Hazards, states that “dense urban areas do not contain large amounts of continuous surface fuels to feed a wildfire” (City of Oxnard 2006). This is the case with Oxnard, which is a densely built, mostly flat urban area, with the City of Ventura to the north, agricultural land to the east, Port Hueneme to the south, and the Pacific Ocean to the west. Nonetheless, recent years have shown wildfire risk in urban areas to be increasing, particularly where they abut open space areas. The California Department of Forestry and Fire (CAL FIRE) prepared revised fire hazard severity maps in the wake of recent catastrophic wildfires that burned wildland and urban areas alike, including the 2017 Thomas Fire in Ventura, the seventh-largest wildfire in modern California history (CAL FIRE 2021a).

According to CAL FIRE, even though surrounding communities are in high or very high fire hazard severity zones, Oxnard is not in a State Responsibility Area, meaning that wildfire risk is the responsibility of local agencies (CAL FIRE 2021b). This, in turn, indicates that CAL FIRE does not consider Oxnard to be at high risk for wildfire due to the buffers provided by continuous urban

development between the city limits and the nearest wildland spaces. Furthermore, the City of Oxnard does not have any lands classified by the State as very high fire hazard severity zones.

Impact Analysis

- a. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project substantially impair an adopted emergency response plan or emergency evacuation plan?*
- b. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project, due to slope, prevailing winds, and other factors, exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?*
- c. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?*
- d. *If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?*

The AHD Rezone Sites are not in or near a designated very high fire hazard severity zone of local, state, or federal responsibility according to the CAL FIRE (CAL FIRE 22021b). Additionally, Oxnard is not a Wildland Urban Interface, which means development in the City is not built among lands prone to wildland fire.

The 2021-2029 Housing Element is a policy document and as such does not propose specific development projects, but facilitates density needed to accommodate the 6th cycle RHNA. Because specific projects are not known at this time, the City cannot assess the specific impacts of development in qualitative terms. All housing development proposals on the AHD Rezone Sites will be subject to the policies listed above, the standard conditions of approval, and project-specific environmental review. Furthermore, proposals are subject to development standards and conditions of approval as part of the permitting process, including environmental review.

The 2021-2029 Housing Element will have a less than significant impact on wildfire-related issues. Nonetheless, future development on the AHD Rezone Sites would comply with the OCC and 2030 General Plan policies such that an emergency response plan or evacuation plan would not be impaired, and that the 2021-2029 Housing Element would not exacerbate the risk to residents of pollutants from wildfire.

Additionally, future development on AHD Rezone Sites would comply with the City of Oxnard Fire Code, and would therefore not increase wildfire risk as part of 2021-2029 Housing Element implementation. Furthermore, as Oxnard is mostly flat and the AHD Rezone Sites are not located in areas subject to landslide, implementation of the 2021-2029 Housing Element would not expose people or structures to significant risks associated with post-wildfire impacts associated with hillsides and mountainous regions such as flooding or landslides due to the flat terrain throughout

the city. Therefore, the urban location of the project site creates no impacts related to exposing people or structures to wildfire-related risk.

Impacts on all issues associated with wildfire would be less than significant.

LESS THAN SIGNIFICANT IMPACTS

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20 Mandatory Findings of Significance

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Would the 2021-2029 Housing Element:				
a. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a. *Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?*
- b. *Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?*

- c. *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?*

Implementation of the 2021-2029 Housing Element would not directly result in development of a specific site, fundamentally change an area in Oxnard, or involve any revisions to land use designation, zoning, or allowed density of any parcels. Rather, it would facilitate housing, including affordable housing, on the AHD Rezone Sites where housing of increased density would occur as infill development that would not have substantial effects on fish or wildlife, have cumulative considerable effects, or have any substantial effects on human beings. There would be no impact.

NO IMPACT

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List of Preparers

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Appendix A

Traffic Memorandum

Memorandum

Date: August 3, 2021
To: Reema Shakra and April Durham, Rincon Consultants
From: Rachel Om and John Muggridge, AICP
Subject: **Vehicle Miles Traveled Analysis for 2021 – 2029 Oxnard Housing Element Update**

LA21-3283

Fehr & Peers completed a vehicle miles traveled (VMT) analysis for the City of Oxnard 2021 – 2029 Housing Element Update (Project). The Housing Element includes goals, policies, programs, and objectives that plan for housing growth in alignment with city and regional growth objectives. The Southern California Association of Governments (SCAG) is the Metropolitan Planning Organization (MPO) responsible for issuing the Regional Housing Needs Allocation (RHNA) to each city in its region, which includes Oxnard. The RHNA for the 6th Cycle Housing Element identified 8,549 housing units for Oxnard, and the City has identified 9,534 housing units. The housing opportunity sites include a range from extremely low-income to above moderate income housing units.

On September 27, 2013, Governor Jerry Brown signed SB 743 into law, which initiated a process to change transportation impact analyses completed for the California Environmental Quality Act (CEQA). SB 743 eliminates level of service (LOS) as a basis for determining significant transportation impacts under CEQA and provides a different performance metric, vehicle miles traveled (VMT). As a result, the State is shifting from measuring a project's impact to roadway performance (e.g., LOS) to measuring the impact of driving (VMT) as it relates to achieving State goals of reducing greenhouse gas emissions, encouraging infill development, and improving public health through active transportation. To help lead agencies with SB 743 implementation, the Governor's Office of Planning and Research (OPR) produced a *Technical Advisory*¹. This VMT analysis completed for the Housing Element Update follows OPR guidance.

¹ Governor's Office of Planning and Research, *Technical Advisory on Evaluating Transportation Impacts in CEQA*, 2018.



Baseline VMT

The Ventura County Transportation Model (VCTM) is a county-wide travel demand model maintained by the Ventura County Transportation Commission (VCTC). The VCTM is consistent with the 2016 Southern California Association of Governments (SCAG) RTP/SCS travel demand model, which includes socioeconomic and transportation network inputs, such as population, employment and the regional and local roadway network. The model outputs several travel behavior metrics, such as vehicle trips and trip lengths, that can be used to calculate VMT. The current VCTM has 2016 as the base year and 2040 as the forecast year. The VCTM was used to estimate the baseline VMT for the City of Oxnard and Ventura County.

This baseline VMT methodology includes vehicle trips within the VCTM model to generate the VMT efficiency metric, total VMT per service population, applicable to the Housing Element Update. Total VMT per service population is estimated by dividing the total VMT to and from all zones in a specified geography, such as Ventura County, by the total service population, which includes population and employment.

For the purposes of this analysis in June 2021, the City of Oxnard identified the Ventura County average as the baseline for determining whether the project would have a VMT impact. Table 1 shows that based on VCTM outputs, the City's total VMT per service population is lower than the Ventura County total VMT per service population. The baseline year for this Project analysis is 2021.

Table 1: Ventura County and City of Oxnard Baseline VMT (2021)

VMT Metric		Ventura County VMT (2021)	Oxnard VMT (2021)
Total VMT	VMT per Service Population	26.5	20.9

VMT Impact Thresholds

Based on OPR guidance, the City of Oxnard identified a threshold boundary of 15% reduction from Ventura County baseline VMT as an appropriate threshold to apply to the Project. If the Project would generate VMT higher than the threshold, then it may have a VMT impact. If the Project would generate VMT lower than the threshold, then it would not be expected to have a VMT impact. Table 2 presents the Ventura County baseline VMT and VMT impact threshold.

Table 2: Ventura County Baseline VMT (2021) and VMT Impact Threshold

VMT Metric		Ventura County Baseline VMT (2021)	VMT Impact Threshold*
Total VMT	VMT per Service Population	26.5	22.5

* The VMT Impact Threshold is 15% below the Ventura County baseline VMT.



Project VMT Analysis

Fehr & Peers ran the VCTM to estimate the Project VMT. All model inputs were interpolated to baseline (2021) and future year (2029) values using the 2016 and 2040 inputs provided by VCTC. The Oxnard population, number of households and employment inputs were provided by the City for each of the analysis scenarios. The total VMT per service population was calculated using the post-processing tools provided with the VCTM. In addition, some transportation analysis zones (TAZs) in the model were reclassified as the City of Oxnard for this Project as those TAZs were within the City’s sphere of influence.

Table 3 compares the Ventura County baseline VMT to the Project VMT for total VMT per service population. The total VMT per service population decreases by 25% from the baseline year (2021) to the future plus Project year (2029). Therefore, the Project is estimated to not have a potential VMT impact as the Project exceeds the 15% below Ventura County baseline VMT reduction target.

Table 3: Project VMT Analysis Results

VMT Metric		Ventura County Baseline VMT (2021)	Future plus Project VMT (2029)	Percent Change	Potential VMT Impact?
Total VMT	VMT per Service Population	26.5	19.9	- 25%	No

Cumulative VMT Analysis

The California Environmental Quality Act (CEQA) Guidelines 15130(a) require that the cumulative effect of implementing a project be assessed to determine if the project’s incremental effect together with that of other projects would be cumulatively considerable. The Oxnard 2021 – 2029 Housing Element Update envisions full buildout of the housing accommodated by the plan by 2029, with cumulative impacts being evaluated on full implementation. A project that is evaluated using an efficiency-based threshold, such as total VMT per service population, that is aligned with long-term environmental goals and relevant plans would have no cumulative impact distinct from the project impact. Accordingly, a finding of significant impact would also be a significant cumulative impact. Therefore, since the Housing Element Update opportunity sites would generate total VMT per service population that is more than 15% below the Ventura County baseline VMT and provide the housing required to meet State and regional needs, the 2021 – 2029 Oxnard Housing Element Update is not expected to result in a significant VMT impact under cumulative conditions.



Conclusion

Although the new housing units will collectively generate total VMT per service population that is more than 15% below the Ventura County baseline, the VMT generated by each site will need to be reviewed at the time a development application is submitted for City review and consideration. Projects will need to be reviewed in coordination with City staff. Projects that are estimated to have a potential VMT impact may be required to reduce their VMT through mitigation measures, which would be identified in coordination with City staff.