

**MITIGATED NEGATIVE DECLARATION NO. 2016-01**

On the basis of an initial study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

PZ 15-200-02 (Development Design Review); PZ 15-660-01 (Alley Vacation); and PZ 16-570-01 (City-Initiated Zone Change) to support a request to construct an all affordable 240-unit residential apartment complex with associated site improvements and on-site amenities in accordance with the City's adopted All Affordable Housing Opportunity Program (AAHOP) and the Attached Dwelling Unit Development Standards. The apartment complex is proposed at a density of 20-dwelling units/acre and consists of eleven 20-plex and two 10-plex, three-story buildings on a 12-acre site located within the Five Points Northeast Neighborhood (former Skyview Drive-In site). The apartment complex site (APN 204-0-020-26) has no direct street access and is currently served through a lot currently addressed as 1250 South Oxnard Boulevard (APNs 204-0-020-05, 08, 09, 10, 11, 14, 15, 27, and 28) located along the southern street facing side of the project site. Through a lot line adjustment, access for ingress and egress to the project will be accommodated off of South Oxnard Boulevard.

A City-initiated Zone Change is being processed concurrently with this project in order to change an approximate 1.44-acre portion of the 12-acre site from Community Reserve, Affordable Housing (CR-AH) to Garden Apartment Planned Development, Affordable Housing (R3-PD-AH). This change will ensure compliance with the City's 2030 General Plan Land Use designation of Residential Medium (RM, 12-18 du/acre).

The AH overlay designation on the project site establishes a minimum of 20 du/per acre. In addition to the parking concessions permitted given that this project is 100% affordable, the project is entitled to certain AAHOP allowances for height and density, one AAHOP concession, and a ten percent modification to one or more numerical development standards. The applicant is proposing a 36 foot tall building though a maximum of 35 feet is permitted in the R-3-PD zone; the height increase is permitted under the AAHOP program. As an AAHOP concession, the project is requesting that the side yard setback provision of the Oxnard Municipal Code (OMC Section No. 16-61) be waived to allow carports to encroach into the required 5 foot setbacks. The AAHOP modification of 10% will provide a reduction in the development standards related to unit sizes, building separation, storage areas, and balcony sizes. The applicant is also initiating approval to vacate a public alley on the project site in exchange for a public access and utility easement.

Attached is a copy of the initial study documenting the reasons to support the finding of no significant effect on the environment. Mitigation measures are included in the initial study to reduce the identified potential effects to a less than significant level:

- Air Quality
- Biological Resources
- Cultural Resources
- Hydrology/Water Quality
- Noise
- Transportation/Traffic

**INITIAL STUDY  
MITIGATED NEGATIVE DECLARATION NO. 2016-01**

**GATEWAY STATION**

April 2016

**Introduction**

This *Initial Study* has been prepared in accordance with relevant provisions of the *California Environmental Quality Act (CEQA)* of 1970, as amended, and the *CEQA Guidelines* as revised. *Section 15063(c)* of the *CEQA Guidelines* indicates that the purposes of an Initial Study are to:

1. Provide the Lead Agency (i.e., the City of Oxnard) with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration;
2. Enable an applicant or Lead Agency to modify a project, mitigating adverse impacts before an EIR is prepared, thereby enabling the project to qualify for a Negative Declaration;
3. Assist the preparation of an EIR, if one is required, by:
  - Focusing the EIR on the effects determined to be significant;
  - Identifying the effects determined not to be significant;
  - Explaining the reasons why potentially significant effects will not be significant; and
  - Identifying whether a program EIR, tiering, or another appropriate process can be used for analysis of the project's environmental effects.
4. Facilitate environmental assessment early in the design of a project;
5. Provide documentation of the factual basis for the finding in a Negative Declaration that a project will not have a significant effect on the environment;
6. Eliminate unnecessary CEQA documentation; and
7. Determine whether a previously prepared CEQA documentation(s) could be used with the project.

The City of Oxnard *Threshold Guidelines - Initial Study Assessment* (February 1995) was used along with other pertinent information for preparing the *Initial Study* for this project.

The purpose of the Threshold Guidelines is to inform the public, project applicants, consultants and City staff of the threshold criteria and standard methodology used in determining whether or not a project (individually or cumulatively) could have a significant effect on the environment. A project could have impacts but if they are below the significance threshold, the impacts are not considered significant and do not require mitigation. Furthermore, the

Threshold Guidelines provide instructions for completing the Initial Study and determining the type of environmental document required for individual projects.

Determining the significance of impacts is often controversial because the decision requires staff to use their judgment regarding a subject that is not clearly defined by the law. The State CEQA *Guidelines* define the term “significant impact on the environment” as a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project. However, there is no iron-clad definition of what constitutes a substantial change because the significance of an activity may vary according to location. When other agencies have jurisdiction over a given site, the project proponent will have to meet the design, mitigation, and monitoring requirements.

This MND incorporates by reference the City of Oxnard 2030 General Plan Program EIR which is available on the City’s website (<http://developmentservices.cityofoxnard.org/7/76/961/>) and incorporated by reference for cumulative impacts defined as the buildout of the City of Oxnard consistent with the 2030 General Plan with implementation of mitigations and application of applicable Codes and uniformly applied development standards.

## CITY OF OXNARD

### INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

1. **Project title:** Gateway Station
2. **Lead agency name and address:** City of Oxnard  
Development Services Department  
Planning Division  
214 South C Street  
Oxnard, CA 93030
3. **Contact person and phone number:** Juan Martinez, Associate Planner  
(805) 385-7858
4. **Project location:** The 12-acre site is presently vacant and does not have a physical address; the site is known as Assessor's Parcel Number (APN) 204-0-020-26. The site will be accessed via a series of parcels addressed as 1250 South Oxnard Boulevard (APNs 204-0-020-05, 08, 09, 10, 11, 14, 15, 26, 27, and 28). The project is located in the Fivepoints Northeast Neighborhood within the Central Community of the City of Oxnard. The project site is located immediately southeast of the Oxnard Boulevard/Saviers Road/Wooley Road Intersections (Five-Points). Figure 1 provides the regional location and Figure 2 provides an aerial view of the properties.
5. **Project applicant's/sponsor's name and address:** Hochhauser Blatter  
Jan R. Hochhauser  
122 East Arrellaga  
Santa Barbara, CA 93101
6. **2030 General Plan designation:** Residential Medium (12-18 du/acre)
7. **Zoning:** R3-PD-AH (Garden Apartment, Planned Development, Affordable Housing) and CR-AH (Community Reserve, Affordable Housing)
8. **Project Description:** The applicant requests PZ 15-200-02 (Development Design Review); PZ 15-660-01 (Alley Vacation); and PZ 16-570-01 (City-Initiated Zone Change) to support a request to construct an all affordable 240-unit residential apartment complex with associated site improvements and on-site amenities in accordance with the City's adopted All Affordable Housing Opportunity Program (AAHOP) and the Attached Dwelling Unit

Development Standards. The apartment complex is proposed at a density of 20-dwelling units/acre and consists of eleven 20-plex and two 10-plex, three-story buildings on a 12-acre site located within the Five Points Northeast Neighborhood (former Skyview Drive-In site). The apartment complex site (APN 204-0-020-26) has no direct street access and is currently served through a lot currently addressed as 1250 South Oxnard Boulevard (APNs 204-0-020-05, 08, 09, 10, 11, 14, 15, 27, and 28) located along the southern street facing side of the project site. Through a lot line adjustment, access for ingress and egress to the project will be accommodated off of South Oxnard Boulevard.

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A site plan that illustrates the project is provided in Figure 1.

9. **Surrounding land uses and setting:** The project site is located within Central Community of the City of Oxnard, in the Five Points Northeast Neighborhood. The project is located to the east of the confluence of three intersections (commonly referred to as "Five Points") which are: Wooley Road, S. Oxnard Boulevard, and Saviers Road. The site is bordered by the following uses:

North: Industrial and commercial uses.

East: Residential and industrial uses; Oxnard Mobile Home Lodge Mobile Home Park, industrial uses.

South: Commercial uses across South Oxnard Blvd.

West: Retail uses; hotel and gas station/carwash at the Five Points intersection.

The project site is irregularly shaped. The project site is bounded to the north by Ventura County Railroad rail lines (VCRR), a short-line railroad which provides rail service to

Southwestern Ventura County. Wooley Road runs along the north side of the VCRR along the northern boundary of the project site. South Oxnard Boulevard is approximately 200 feet southwest of the project site, separated from the project site by vacant land, and a hotel. Wooley Road and South Oxnard Boulevard intersect to the northwest of the project site. Immediately to the west of the project site is a hotel, retail uses, and further west the intersection known as "Five Points". The Oxnard Mobile Home Lodge is located immediately to the east of the project site. The project site is sparsely vegetated with palm trees, eucalyptus trees, and pine trees along the perimeter of the property.

**10. Required Entitlements:**

- PZ 15-200-02 (Development Design Review)
- PZ 15-660-01 (Alley Vacation)
- PZ 16-570-01 (City-Initiated Zone Change)

**11. Cumulative Projects:**

The "General Plan buildout" approach is used as the cumulative project description for the project as the project is adjacent to and functionally integrated with surrounding residential uses in the Five Points Northeast neighborhood in the Central Community of Oxnard and represents the City's 2030 General Plan anticipated growth in this area.

**12. City of Oxnard 2030 General Plan:**

The proposed project is consistent with the 2030 General Plan. The 2030 General Plan designates the project site as Residential Medium (12-18 dwelling units/acre). The 2006-2014 Housing Element and the Draft Housing Element (July 2015) identifies the subject site as an Affordable Housing (AH) site.

**13. Other public agencies whose approval is required: None**

Figure 1 Site Plan



OXNARD CALIFORNIA  
GATEWAY STATION  
MULTI FAMILY HOUSING /  
AAHOPP PROJECT  
1250 OXNARD BLVD.

APPLICANT:  
THE PACIFIC COMPANIES  
430 E. STATE ST.  
EAGLE, IDAHO 83616

APN: 204 0 020 26  
ZONE: R3 / CR  
AHOPP OVERLAY  
SITE AREA: 12.0 ACRES

240 APARTMENT UNITS  
IN 13 STRUCTURES.  
COMMUNITY BUILDING W/  
RESIDENT AMENITIES  
CARPORTS AND TUCK  
UNDER PARKING



FIRE HYDRANT LOCATION

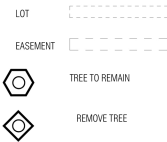
ALL STRUCTURES AND  
CARPORTS FIRE  
SPRINKLERED PER  
NFPA 13R STANDARDS

FIRE HYDRANTS SPACED  
MAX. 300 FT WITH NO  
STRUCTURE MORE THAN 200 FT.  
FROM HYDRANT

BUILDING NUMBER	FLOOR PLAN TYPE	ROOF PLAN	EXTERIOR FINISH TYPE
A1	SP 1.0a	SP 1.0a	SP 1.0a
A2	SP 1.0a	SP 1.0a	SP 1.0a
A3	SP 1.0a	SP 1.0a	SP 1.0a
A4	SP 1.0a	SP 1.0a	SP 1.0a
A5	SP 1.0a	SP 1.0a	SP 1.0a
A6	SP 1.0a	SP 1.0a	SP 1.0a
B2	SP 1.0a	SP 1.0a	SP 1.0a
B3	SP 1.0a	SP 1.0a	SP 1.0a
B4	SP 1.0a	SP 1.0a	SP 1.0a
B5	SP 1.0a	SP 1.0a	SP 1.0a
B6	SP 1.0a	SP 1.0a	SP 1.0a
C6	SP 1.0a	SP 1.0a	SP 1.0a
D6	SP 1.0a	SP 1.0a	SP 1.0a

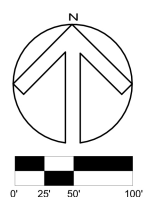
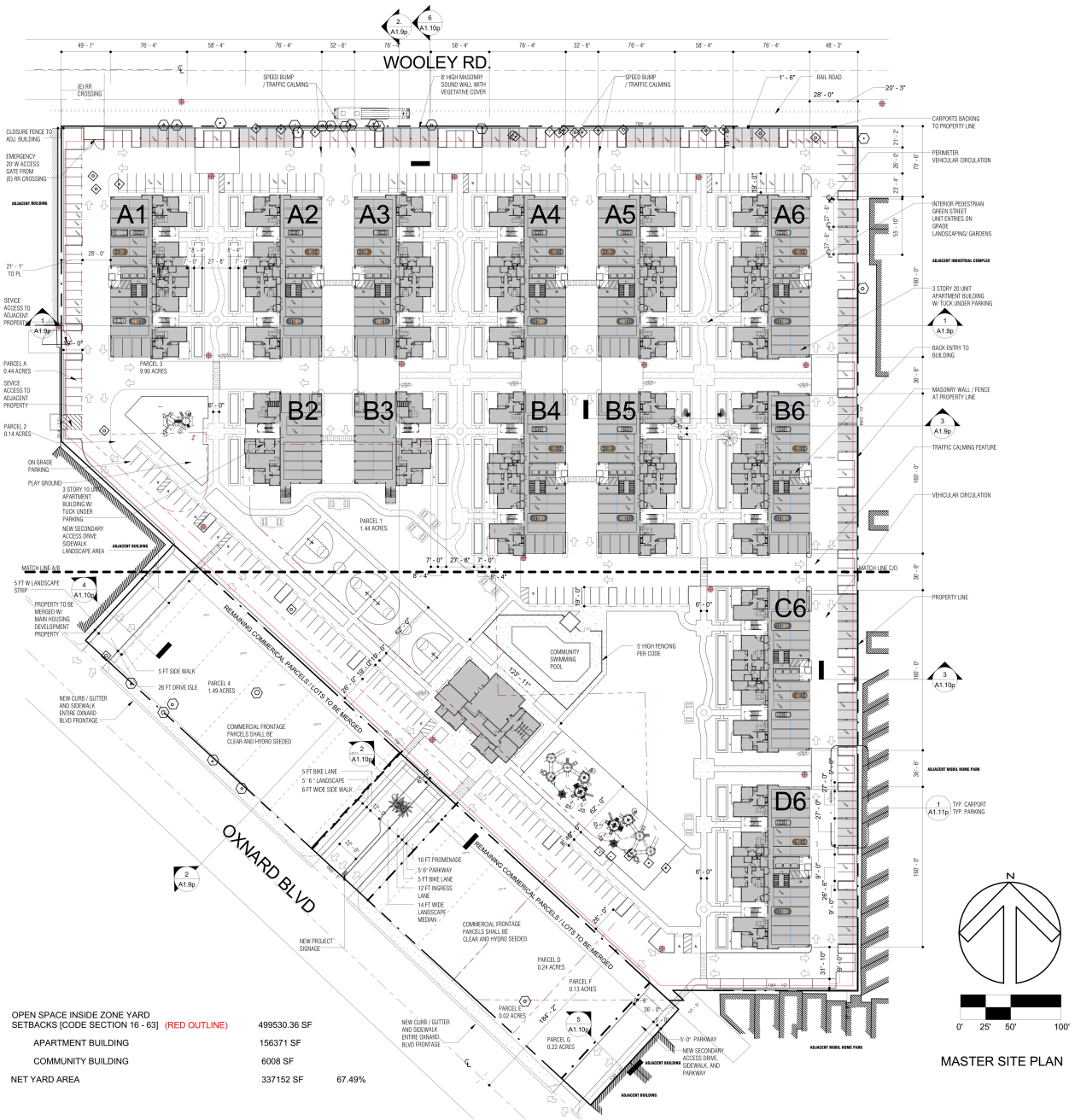
FLOOR PLAN	FLOOR LEVEL	EXTERIOR FINISH TYPE
SP 1.0a	SP 1.0a	SP 1.0a
SP 1.0b	SP 1.0b	SP 1.0b
SP 1.0c	SP 1.0c	SP 1.0c
SP 1.0d	SP 1.0d	SP 1.0d
SP 1.0e	SP 1.0e	SP 1.0e
SP 1.0f	SP 1.0f	SP 1.0f
SP 1.0g	SP 1.0g	SP 1.0g
SP 1.0h	SP 1.0h	SP 1.0h
SP 1.0i	SP 1.0i	SP 1.0i
SP 1.0j	SP 1.0j	SP 1.0j
SP 1.0k	SP 1.0k	SP 1.0k
SP 1.0l	SP 1.0l	SP 1.0l
SP 1.0m	SP 1.0m	SP 1.0m
SP 1.0n	SP 1.0n	SP 1.0n
SP 1.0o	SP 1.0o	SP 1.0o
SP 1.0p	SP 1.0p	SP 1.0p
SP 1.0q	SP 1.0q	SP 1.0q
SP 1.0r	SP 1.0r	SP 1.0r
SP 1.0s	SP 1.0s	SP 1.0s
SP 1.0t	SP 1.0t	SP 1.0t
SP 1.0u	SP 1.0u	SP 1.0u
SP 1.0v	SP 1.0v	SP 1.0v
SP 1.0w	SP 1.0w	SP 1.0w
SP 1.0x	SP 1.0x	SP 1.0x
SP 1.0y	SP 1.0y	SP 1.0y
SP 1.0z	SP 1.0z	SP 1.0z

- COVER SHEET  
LAND USE PLAN  
MASTER SITE PLAN  
ENLARGED PLAN NORTH  
ENLARGED PLAN SOUTH  
(E) PARCEL / EASEMENT PLAN  
FIRE PROTECTION PLAN  
TREE / ARBORIST PLAN  
INTERIOR YARDSPACE ANALYSIS  
PARKING PLAN  
LANDSCAPE PLAN  
GENERAL INFORMATION  
PROPERTY EXHIBIT  
GRADING AND DRAINAGE PLAN  
UTILITY PLAN  
DETAILS  
SITE AXONOMETRIC  
SITE SECTIONS  
SITE SECTION  
SITE DETAILS  
20 UNIT BLDG FIRST FLOOR PLAN a  
20 UNIT BLDG 2ND FLOOR PLAN  
20 UNIT BLDG 3RD FLOOR PLAN  
20 UNIT BLDG ROOF PLAN  
20 UNIT BLDG FIRST FLOOR PLAN b  
20 UNIT BLDG FIRST FLOOR PLAN c  
20 UNIT BLDG 2ND & 3RD FLOOR PLAN  
10 UNIT BLDG FIRST FLOOR PLAN  
10 UNIT BLDG 2ND & 3RD FLOOR PLAN  
10 UNIT BLDG ROOF PLAN  
COMMUNITY BLDG FLOOR PLAN  
& ELEVATIONS  
COMMUNITY BLDG ROOF PLAN  
20 UNIT BLDG ELEVATIONS [BETA]  
20 UNIT BLDG ELEVATIONS [BETA]  
20 UNIT BLDG ELEVATIONS [BETA]  
20 UNIT BLDG ELEVATIONS [ALPHA]  
20 UNIT BLDG ELEVATIONS [ALPHA]  
20 UNIT BLDG ELEVATIONS [BETA]  
20 UNIT BLDG ELEVATIONS [BETA]  
20 UNIT BLDG AXONOMETRIC [BETA]  
20 UNIT BLDG AXONOMETRIC [ALPHA]  
20 UNIT BLDG AXONOMETRIC [BETA]  
20 UNIT BLDG AXONOMETRIC [BETA]



OPEN SPACE INSIDE ZONE YARD  
SETBACKS [CODE SECTION 16 - 63] (RED OUTLINE)  
APARTMENT BUILDING  
COMMUNITY BUILDING  
NET YARD AREA

499530.36 SF  
156371 SF  
6008 SF  
337152 SF 67.49%



MASTER SITE PLAN

122 E. ARRELLAGA  
SANTA BARBARA  
CALIFORNIA 93101  
805 962 2746

GATEWAY STATION

DATE	ISSUANCE OR REVISION
06-15-2015	MEETING W/ CITY
01-27-2016	SUBMITTAL
04-07-2016	SAC RESPONSE
	SUBMITTAL

THIS DRAWING IS A PRELIMINARY  
REPRESENTATION OF THE PROJECT.  
IT IS NOT TO BE USED FOR  
CONSTRUCTION OR FOR ANY OTHER  
PURPOSE WITHOUT THE WRITTEN  
CONSENT OF HOCHHAUSER BLATTER.

SHEET CONTENTS  
MASTER SITE PLAN

PROJECT NO: 9750

SHEET

A1.2

## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or as indicated by the checklist on the following pages.

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

### DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find the proposed project COULD NOT have a significant effect on the environment and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the project could have a significant effect on the environment there will not be a significant effect in this case because revisions in the project have been made 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 “potentially significant unless mitigated” 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 potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

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Signature

Juan Martinez

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Print Name

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Date

Associate Planner

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Title

## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Will the Project:				
a) Have a substantial adverse effect on a scenic vista?	<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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which will adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-c) The proposed project site is located in the Central Community of the City of Oxnard in the Five Points Northeast Neighborhood. The project site previously contained a drive-in movie theater complex composed of two movie screens and a snack/bar concession building. All structures have been removed and the site is vacant and flat, paved with asphalt and surrounded by a chain-link fence intermittently lined with trees.

The proposed project involves the construction of an all affordable 240-residential unit apartment complex consisting of two 10-plex and eleven 20-plex three-story buildings, and associated parking, open space, and recreation amenities. The proposed maximum building height of the apartment complex will be 36'0". The apartment complex and associated site improvements have been reviewed in accordance with the City's All Affordable Housing Opportunity Program (AAHOP) which permits an increase in building height from 35 feet (maximum within the R-3-PD zone) to 36 feet (as an AH AAHOP site). The project is consistent with the 2030 General Plan Program EIR (PEIR) and residential development has been fully mitigated pursuant to the General Plan PEIR.

Introduction of the apartments will alter the visual character of the project site from primarily vacant to urban development. The proposed project will be visible from Wooley Road and South Oxnard Boulevard. Additionally, the proposed project will be visible from surrounding properties in vicinity of the project site.

The 2030 General Plan Update Background Report (2006) did not identify the project site as having scenic resources. Oxnard Boulevard is designated as U.S. State Route 1 through the City of Oxnard. Access to the project site is provided via South Oxnard Boulevard/SR-1. SR-1 is an eligible state scenic highway but is not officially designated (Caltrans, 2013). The proposed

project will be visible from SR-1, but will be a continuation of and visually compatible with surrounding land uses. Therefore, the project will not have a substantial adverse effect on a scenic vista, damage scenic resources, or substantially degrade the existing visual character or quality of the site or its surroundings. **These impacts will be less than significant.**

d) Development of the project on the vacant project site will create the potential for glare from on-site lighting and other light sources are required to comply with the City's outside lighting regulations. Section 16-320 of the Oxnard Municipal Code specifies on-site lighting requirements applicable to all zones which states the physical limits of the area required to be lighted shall not exceed seven footcandles, nor be less than one footcandle at any point. Additionally, a light source shall not shine upon, or illuminate directly any surface other than the area required to be illuminated. As a standard condition of project approval, the Planning Division will require review and approval of a photometric plan prepared by an electrical engineer certifying the exterior illumination intensities provided by light standards and/or any other exterior lighting devices, such as wall mounted light fixtures, are designed to provide lighting within the property limits. **With application of uniformly applied developments standards, proposed project impacts due to lighting are expected to be less than significant.**

Mitigation: Based on the discussion provided above and the imposition of standard conditions of project approval, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the project site. Aesthetic and light and glare impacts were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.3, Draft PEIR, February 2009, page 5-13.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>II. <u>AGRICULTURE AND FOREST RESOURCES</u></b> -- -- Will the Project:				
a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, e) The project site was used for agricultural operations until 1955, at which time it was developed as a drive-in theater. The drive-in theater operated from 1955 until about 2000. The entire site is paved, as it was previously used as a parking area for the drive-in theater. No intact structures or roads remain on the property. Foundations of drive-in theater facilities are present, including: two ticket booths; a snack bar; restrooms; projection booth building; and two movie screens. A free-standing wall behind the main screen is partially intact. The project site is not zoned for agricultural use. Additionally, the project site is designated as “*Urban and Built-Up Land*” on the Ventura County Important Farmland map (California Department of Conservation, Division of Land Resource Protection, 2012) and is not under a Williamson Act Contract (California Department of Conservation, 2013). The proposed project will not result in the conversion of Farmland to a nonagricultural use. **Development of the project site will have no impact on agriculture.**

c, d) The project site is vacant and does not contain any forest or timber resources, nor are any such resources nearby. **No impact will occur.**

Mitigation: Based on the discussion provided above, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Agricultural impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted, but the proposed project will not contribute to this impact. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.5, Draft PEIR, February 2009, page 5-25.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. <u>AIR QUALITY</u> -- Will the Project:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

a) The Ventura County Air basin is currently a non-attainment area for both the Federal and State standards for ozone, and the State standards for PM<sub>10</sub>. Exceeding the air quality standards is the result of past and ongoing urban and rural development that has caused emissions to exceed the air basin's capacity for dispersal and removal of air pollutants. However, the goal of the Ventura County Air Quality Management Plan (AQMP) is to reduce ambient ozone concentrations below the National Ambient Air Quality Standards (NAAQS) through implementation of air pollutant emissions controls. The plan predicts attainment of the Federal 8-hour ozone standard by the year 2013. Air quality in Ventura County has improved dramatically since 1990, the 1994 AQMP base year. In 1990, ozone levels exceeded the now revoked federal 1-hour ozone standard 18 times. In 1990 there were 117 violations countywide of the federal 8-hour ozone standard, but only 25 in 2009, 13 in 2010, and 8 in 2011. These improvements have occurred despite a 29 percent increase in Ventura County's population since 1990. Ventura County attained both the federal 1-hour and the 1997 8-hour ozone standards in 2003 and 2012, respectively. Consequently, on May 27, 2009 the U. S. Environmental Protection Agency issued an attainment finding officially recognizing that Ventura County had attained the federal 1-hour ozone standard, and has proposed a similar attainment finding for the 1997 federal 8-hour ozone standard. That finding was finalized on November 19, 2012.

According to the Air Pollution Control District (APCD) Guidelines, the consistency of a project with the current Ventura County Air Quality Management Plan is assessed based on whether the project is consistent with the local land use designation and current population projections. The proposed project is consistent with the site's 2030 General Plan land use designation of

Residential Medium. As the proposed project is consistent with the 2030 General Plan land use designation and growth is accounted for in the Southern California Council of Governments regional forecast, impacts are considered to be less than significant.

b-c) **Short-term impacts:** Project construction will generate temporary air pollutant emissions. These emissions are associated with fugitive dust (PM<sub>10</sub> and PM<sub>2.5</sub>) and exhaust emissions from heavy construction vehicles, in addition to Reactive Organic Compound (ROC) that will be released during the drying phase upon application of architectural coatings. Construction will generally consist of grading, erection of the proposed buildings, paving, and architectural coating.

**Table 1**  
**Estimated Daily Construction Emissions**

Construction Year and Phase	Maximum Emissions (lbs/day)	
	ROG	NO <sub>x</sub>
2017 ( Site Preparation, Grading, Building Construction)	4.89	51.81
2018 ( Building Construction, Paving, Architectural Coating)	135.98	25.84
<b>Total</b>	<b>140.87</b>	<b>77.65</b>

*Notes: All calculations were made using CalEEMod v.2013.2.2 (March 4, 2016). See Appendix A for calculations. Grading, Paving, Building Construction and Architectural Coating totals include worker trips, construction vehicle emissions and fugitive dust.*

Table 1 summarizes the estimated worst-case daily emissions of Reactive Organic Gasses (ROG) and Nitrogen Oxide (NO<sub>x</sub>) during each of the major phases of construction.

Ventura County does not have construction related significance thresholds as they are deemed to be temporary emission sources. However, the Ventura County Air Pollution Control District (VCAPCD) Air Quality Assessment Guidelines (2003) recommends various techniques to reduce construction-related emissions. Recommendations include: dust control measures such as watering graded areas, covering trucks haul excavated soil, soil stabilization methods and street sweeping, and construction equipment controls such as minimizing idle time, maintaining equipment engines, using alternatively fueled equipment and minimizing the number of pieces of equipment that are operated simultaneously. Construction emissions could potentially expose construction workers to pollutants and excessive amounts of particulate matter. **With inclusion of the mitigation measures provided below, short-term air quality impacts will be reduced to less than significant.**

**Long-term operational impacts:** Operational emissions will consist primarily from passenger vehicles traveling to and from the project site. The project's related ROG and NO<sub>x</sub> emissions were evaluated using the California Emissions Estimator Model 2013.2.2 (CalEEMod) software. Results for the project are presented in Table 2.

**Table 2**  
**Project Daily Operation Emissions**

	ROG (lbs/day)	NOx (lbs/day)
Total Emissions	5.46	13.23
<i>Threshold</i>	25	25
<i>Exceed Threshold?</i>	No	No

*Source: All calculations were made using CalEEMod v.2013.2.2 (March 4, 2016). See Appendix A for calculations.*

Long-term emissions include 5.46 lbs/day of ROG and 13.23 (lbs/day) NOx emissions (calculations are provided in Appendix A). The VCAPCD's adopted threshold for ROG and NOx emissions is 25 lbs/day (VCAPCD, 2003). **Long-term air quality impacts will therefore be less than significant.**

d) The sensitive receptors closest to the project site that could potentially be affected by project emissions are the mobile homes located adjacent to the subject property to the east. **As described above, emissions associated with the proposed project will be less than significant with mitigation measures; therefore, the project will not expose sensitive receptors to substantial pollutant concentrations.**

e) The proposed apartments will not create or emit objectionable odors. **Therefore, this impact will be less than significant.**

Mitigation: The following mitigation measures shall apply to the proposed project:

**AQ-1** All construction equipment shall be maintained and tuned to meet applicable California Environmental Protection Agency (Cal/EPA) and the California Air Resources Board (CARB) emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.

**AQ-2** The following dust suppression measures shall be incorporated into each project:

- Watering all excavated material to prevent wind erosion while it is on-site or being moved;
- Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded;
- Controlling the number and activity of vehicles on site at any given time;
- Seeding areas to be left inactive for a long enough period to secure the soil, limiting the area excavated at any given time;
- Limiting on-site vehicle traffic to 15 miles per hour; and

- f. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities.

- AQ-3** All clearing, grading, earth moving, or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust.
- AQ-4** All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.
- AQ-5** Prior to issuance of a grading permit, the applicant and/or contractors shall contact the VCAPCD for more specific guidelines as applicable to the project construction activities, and provide the Planning Manager, or designee, with a memorandum as to the date, contact person, and applicable provisions of Rule 55, which may include (but are not limited to) the following provisions: 1) visible dust from an applicable source is prohibited or limited, 2) Measures must be taken to reduce or prevent track-out onto paved public roadways, 3) track-out must be removed from roadways, 4) visible dust exceeding 100 feet in length from earth-moving equipment is prohibited, 5) outbound trucks with soil must either be tarped or a 6-inch freeboard below the truck rim, or be wetted to minimize loss of material due to wind or spillage.
- AQ-6** Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off-site.
- AQ-7** Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7).

Monitoring: Planning staff will verify that all dust control measures (AQ-1 through AQ-7) are included on the grading plans for the project. Development Services staff will provide on-site monitoring during grading activities. Planning staff will verify that the Rule 74.2 architectural coating notes are included with the building permit plan submittals.

Result After Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant effects on the environment related to air quality issues.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the development of the project site. Air quality impacts were analyzed by the 2030 General Plan PEIR and found to be significant. An overriding consideration was adopted for this impact. The proposed project will incrementally contribute to this cumulative impact, but because long-term emissions will be below APCD thresholds this

contribution will not be cumulatively considerable. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.7, Draft PEIR, February 2009, page 5-35.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. <u>BIOLOGICAL RESOURCES</u> --</b>				
Will the Project:				
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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion:

a-f) The project site is not located near any riparian habitat area, dune area or coastal beaches and wetlands. The site was developed with urban uses for many years, just as the surrounding

parcels have been. The site does have several mature trees. Bill Spiewak, Registered Consulting Arborist, prepared a Tree Assessment (dated January 25, 2016) for the project site. The Assessment concluded that there are 46 trees around the edges of the property with several on the interior. Specifically, the site includes 17 Monterey cypress, 11 Mexican fan palms, one canary Island date palm, five red gum eucalyptus, four Brazilian peppers, three myoporum, two junipers, one Aleppo pine, one silk oak (not a native tree), and one pittosporum. Most of the trees are in poor conditions, from drought, poor pruning, infestation by pests, or infection by disease. Of all the existing trees on-site, nine palms and one Aleppo pine are in good condition. Due to the poor condition of most trees, and required excavation and grading, all trees will be removed with the exception of one Canary Island Palm which is outside the property line, one Aleppo pine, and nine Mexican Fan Palms. The fan palms will be relocated on site.

Mitigation: The following mitigation measure shall apply to the proposed project:

- BIO-1** A Tree Protection Plan shall be implemented that incorporates the measures and recommendations outlined in the Tree Assessment prepared by Bill Spiewak, Registered Consulting Arborist, dated January 25, 2016.

Monitoring: Planning staff will verify that Mitigation Measure BIO-1 is included on the grading plans for the project.

Result After Mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant effects on the environment related to biological resources.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes the development of the project site. Biological resource impacts were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The proposed project will have no impact with respect to biological resources so will not contribute to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.2, Draft PEIR, February 2009, page 5-3.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- Will the Project:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- Will the Project:</b>				
resource as defined in §15064.5?				
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Discussion:

a) The project site was developed as a drive-in theater in 1955. The drive-in theater operated from 1955 until about 2000. The entire site is paved, as it was previously used as a parking area for the drive-in theater. No intact structures or roads remain on the property. Foundations of drive-in theater facilities are present, including: two ticket booths; a snack bar; restrooms; projection booth building; and two movie screens. A free-standing wall behind the main screen is partially intact. According to CEQA, all buildings constructed over 50 years ago and that possess architectural or historical significance may be considered potential historic resources. Most resources must meet the 50-year threshold for historic significance; however, resources less than 50 years in age may be eligible for listing if it can be demonstrated that sufficient time has passed to understand their historical importance. It is unknown at this time whether the remnants of the drive-in theater have historical significance. Projects that affect historical resources, such as demolition, relocation, rehabilitation, conversion, alteration, or construction, may have a significant impact if the project results in a substantial adverse change which will impair historical significance. Insensitive rehabilitation, conversion, alteration or construction may also result in a significant impact. The existing resources on site are considered dilapidated; however, due to age, consultation with the County of Ventura Cultural Resource staff shall be conducted.

b-d) Based on the known alluvial conditions and the project area and historic, agricultural practices, the project area is considered as sensitive for the occurrence of an as yet undocumented historic, archaeological or paleontological site or artifacts buried within alluvial or fill soil. The depth of disturbance of grading for the existing development is unknown. It may be assumed to have been at least 18 to 24 inches based on past building practices. Despite this known disturbance, buried and as yet undocumented archaeological deposits may occur within the area of potential effect.

Although the site was previously developed, but now remains vacant, due to the history of previously recorded and discovered archaeological and ethnographic resources within the general area of the proposed project site, the potential exists that previously unknown, subsurface resources might exist on site that could be disturbed by grading and other

subsurface activities the proposed development. This is considered to be a potentially significant impact.

Mitigation: The following mitigation measures shall apply to the proposed project:

- CR-1** Developer shall consult with staff of the Ventura County Cultural Heritage Board to document former drive-in theatre structures which are dilapidated and located on site. City review and approval of resource documentation is required prior to issuance of a grading permit.
- CR-2** Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include: (1) an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.

The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey.

- CR-3** Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a weekly reports to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature.

Monitoring: Planning staff will verify that Measure Measures CR-1 through CR-3 are included on grading and construction plans.

Result After Mitigation: Implementing mitigation measures CR-1 through CR-3 will reduce impacts to a less than significant level.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. Cultural resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. The project's impacts can be mitigated

to below a level of significance so the project will not substantially contribute to any cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.4, Draft PEIR, February 2009, page 5-19.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY AND SOILS</u> – Will the Project:</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion: The City of Oxnard is located in an area that has a high potential for seismic ground shaking (City of Oxnard, 2030 General Plan). The City of Oxnard 2030 General Plan, Background Report, lists fault systems that are located within the vicinity of the City of Oxnard. Active and potentially active faults are present in the surrounding region and may extend into the subsurface beneath the City. The project site has a Camarillo--Hueneme--Pacheco--Association

(City of Oxnard, 2030 *General Plan*, Figure 5-11) with a 0.24 - 0.28 moderate erosion susceptibility (City of Oxnard, 2030 *General Plan*, Figure 5-12).

a.i) The LA Times recently published an article with new findings indicating that the Ventura Fault is connected to a network of other faults that stretch from the Santa Barbara Coast and into eastern Ventura County. The Ventura Fault could be more dangerous than previously thought and produce an earthquake as large as magnitude 8 (LA Times, 2015). Although the project site is located in seismically active Southern California, the site is not located in an Alquist-Priolo Earthquake Fault Zone. There are no known active or potentially active faults passing through the site, therefore the potential of on-site ground rupture due to movement on an underlying fault is not considered a significant hazard. **No impact will occur.**

a.ii) The project site is subject to strong seismic ground shaking, as are all projects located within Southern California. Construction of the proposed project will be subject to the seismic design criteria of the 2013 California Building Code (CBC). **Compliance with the CBC and the City's regulatory standards will reduce impacts due to seismic ground shaking to a less than significant level.**

a.iii) Liquefaction is a phenomenon in which soils below the groundwater level lose strength as a result of groundshaking due to earthquakes. The site is located in an area designated as potentially liquefiable on the *Seismic Hazard Zones Map* of the Oxnard Quadrangle. The site is therefore potentially susceptible to liquefaction and was further evaluated for the potential and extent of possible liquefaction (Earth Systems Southern California, December 2015). The results of the analysis indicate that the fine sands and silty sands that are poorly graded and lie below the groundwater table are the soils most susceptible to liquefaction. The potentially liquefiable zone was found to be between the depths of 25 feet and 30 feet below existing ground surface. Because of the depths and the post-liquefaction residual strength of the potentially liquefiable zones, bearing failures related to liquefaction are considered unlikely. According to the geotechnical analysis prepare for the proposed project, although a potential for liquefaction exists at this site, the amount of settlement and lateral spreading predicted are expected to be within acceptable ranges for the anticipated type of construction. **Impacts related to liquefaction-induced settlement will be less than significant.**

a.iv) Structures built below or on slopes subject to failure or landslides may expose people and structures to harm. The site is relatively flat and an on-site earthquake-induced landslide will not affect the project. **Impacts will be less than significant.**

b) Topsoil is used to cover surface areas for the establishment and maintenance of vegetation due to its high concentrations of organic matter and microorganisms. Excavation and grading onsite could result in erosion of onsite soils and sedimentation during storms or high wind events. Development will also involve the removal of soil from the site for the laying of structural foundations and/or the importation of soil as fill material. This will likely necessitate temporary on-site stockpiling of soils, which is already present on the site. During excavation, grading and soil stockpiling, there is potential for soil migration via wind entrainment and/or water erosion. In addition, structural and concrete residue/dust from demolition of surface parking lots and buildings could potentially migrate and adversely impact water quality. General construction activities will loosen and expose soils, potentially resulting in erosion.

Pursuant to City of Oxnard Municipal Code Chapter 22, Article XII, *Stormwater Quality Management*, the City of Oxnard requires any development over one acre in size comply with a Storm Water Pollution Prevention Plan (SWPPP) in accordance with the municipal storm water permit and state general permit. The SWPPP will include specific best management practices (BMPs) to implement onsite and will be approved by the City prior to the issuance of grading or building permits. Compliance with applicable BMPs, such as silt fences, sediment traps, applying soil binders to disturbed areas, and designated areas for parking and fueling, will reduce the potential for pollutants to enter groundwater at the site or to leave the site through wind or erosion and contaminate surface water. Mitigation measures required to reduce air quality impacts from construction of the proposed project will also reduce erosion. **Impacts will be less than significant.**

c-d) Impacts related to liquefaction and landslides are discussed in Section VI (a) of this document. Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Such movement can occur on slope gradients of as little as one degree. Lateral spreading typically damages pipelines, utilities, bridges, and structures. Lateral spreading of the ground surface during a seismic event usually occurs along the weak shear zones within a liquefiable soil layer and has been observed to generally take place toward a free face (i.e. retaining wall, slope, or channel) and to lesser extent on ground surfaces with a very gentle slope. Due to the absence of any channel within or near the subject site, the potential for lateral spread occurring within the site is considered to be negligible. Expansive soils are those that expand when exposed to water and contract when water is not present. The risk of soil expansion was found to be very low. The project will be required to comply with the CBC with regard to construction; the proposed residential buildings and community building will require building permits and will be constructed to current building code standards. **Impacts arising from liquefaction, landslides, lateral spreading, and unstable soils will be less than significant with compliance with existing CBC regulations.**

e) The proposed project will connect to existing sewer infrastructure in the area. **No septic tanks will be required; therefore, no impact will occur.**

Mitigation: Based on the discussion provided above, no significant impacts will occur as a result of the project; therefore, no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. Geology and soils were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. With the above mitigation measures, the proposed project will not substantially contribute to any cumulative geologic impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.2, Draft PEIR, February 2009, page 6-2.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VII. <u>GREENHOUSE GAS EMISSIONS</u> -</b> Will the Project:				
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 any applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-b) Pursuant to the requirements of Senate Bill 97, the Resources Agency adopted amendments to the *CEQA Guidelines* in 2009 for the feasible mitigation of greenhouse gas (GHG) emissions and analysis of the effects of GHG emissions. The adopted *CEQA Guidelines* provide regulatory guidance on the analysis and mitigation of GHG emissions in CEQA documents, while giving lead agencies the discretion to set quantitative or qualitative thresholds for the assessment and mitigation of GHGs and climate change impacts.

In April 2015, Governor Brown issued Executive Order B-30-15, calling for a new statewide GHG reduction target of 40% below 1990 levels by 2030. EO B-30-15 does not establish any new requirements for GHG emissions analysis and reduction in the CEQA process beyond what was adopted in SB 97.

Neither the VCAPCD nor the City has established quantified project-level significance thresholds for GHG emissions for projects. The City will formally adopt a GHG emission threshold when the Oxnard 1995 Threshold Guidelines are updated which is anticipated to be in the near future. In the interim, projects are evaluated for their consistency with the SCAG Sustainable Communities Strategy (SCS) that has quantified GHG emission reductions for the SCAG region which are a component of the State's overall GHG reduction program. The proposed project is consistent with the 2030 General Plan and is accommodating population growth that is within the projections made for the City of Oxnard 2030 General Plan, and therefore will not conflict with achieving the SCAG SCS GHG reduction target. **Impacts will be less than significant.**

Mitigation: None required.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. GHG impacts were analyzed by the 2030 General Plan PEIR and found to be significant and unavoidable. An overriding consideration was adopted for this impact. The project's GHG emissions will be within those considered in the 2030 General Plan PEIR and will be under the project-level threshold of significance; therefore, the project's contribution to cumulative GHG-related

impacts will not be considerable. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.7, Draft PEIR, February 2009, page 5-35.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. <u>HAZARDS AND HAZARDOUS MATERIALS</u> - Will the Project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<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 handle hazardous or acutely hazardous materials, substances, or waste within ¼ mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous material sites compiled pursuant to Government Code Section 65962.5 and, as a result, will it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, will the Project result in a safety hazard for people residing or working in the Project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) 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"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a-b) The proposed project will involve the construction of a residential apartment complex with a community building, parking, and outdoor recreation areas – known as Gateway Station, as described in the *Project Description*, above. Potentially hazardous materials such as fuels, lubricants, and solvents will be used during construction on the proposed project site. The transport, use, and storage of hazardous materials during the construction of the project will be conducted in accordance 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 the California Code of Regulations, Title 22.

Occupancy of the Gateway Station project will not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for routine residential maintenance and housekeeping. The community building will store cleaning supplies needed to maintain the facility. No quantities chemicals exceeding regulatory reporting thresholds will be stored on-site.

On behalf of the applicant, Terraphase Engineering prepared a Railroad Risk Assessment (2015) for the project site to address railroad safety and the potential transport of hazardous materials on the Union Pacific Railroad rail lines (UPRR)(immediately north of and parallel to the northerly property line) which are operated Ventura County Railroad (VCRR). The report discloses that the railroad runs approximately one train per month to Naval Base Ventura County, Port Hueneme (NBVC PH) with potentially hazardous materials. However, the report concludes that the likelihood of a derailment that will result in a release of hazardous materials is one in 3.7 million. **Therefore, impacts from the proposed Gateway Station will be less than significant.**

c) The nearest school is Elm Street Elementary School which is located ¼ mile to the southeast of the project site. There will be no hazardous materials, substances, or waste associated with project development other than those typically used for routine residential maintenance and housekeeping. People, including students at the nearby schools will not be exposed to these materials in quantities that will be hazardous. **Therefore, impacts will be less than significant.**

d) A Phase I Environmental Site Assessment was prepared for the proposed project by RNC Environmental, LL. (September 2015). The study identified two active hazardous waste cleanup sites within close proximity to the project site. These two sites are: the Venco Property at 1247 Mercantile Street, which is located approximately 0.15 miles east of the subject property; and, Western Farm Services at 1015 East Wooley Road, which is located approximately ¼ mile northeast of the subject property. Additionally, nine former cleanup or remediation sites were identified within ½ mile of the subject property, none of which posed residual concerns that might affect the subject property. Fifty-one leaking Underground Fuel Tanks were identified within ½ mile of the subject property. All of the sites (former clean up sites, and UFT sites) have been closed and none of the sites have potential residual contamination that might impact the subject property. No accidental spills or releases of hazardous materials were identified on the property. Neither the subject property nor any adjacent properties are listed in the California Division of Oil, Gas, and Geothermal Resources records as a hazardous waste generator. Further, there are no facilities hazardous waste transporters or landfills identified within ½ mile of the subject property. Based on the investigations, excavations, and analyses discussed above

related to contaminants known to have been present on the project site, **impacts related to a hazard to the public or the environmental will be less than significant.**

e-f) The project site is located approximately 1.25 miles southeast of the Oxnard Airport. According to the Airport Comprehensive Land Use Plan for Ventura County, the project site is not located within flight path of the Oxnard Airport, nor is the project site located within a runway protection or other safety zone of the Oxnard airport. **Impacts will be less than significant.**

g) The proposed development is within a developed area already designed with roadways to accommodate access for emergency and other service vehicles. The proposed project will not substantially change existing conditions with regard to transportation routes or evacuation plans. Construction activities may temporarily restrict vehicular traffic along South Oxnard Boulevard and Wooley Road; thus, the contractor will be required to implement traffic control measures to facilitate the passage of people and vehicles through/around any required lane closures, in accordance with City policy and permitting requirements.

As shown on the site plan (Figure 3), the project will have three main access points, directly off South Oxnard Boulevard, and one emergency access point on Wooley Road. The project will be required to comply with City's development standards related to site access. **Therefore, the project's potential to impact emergency response and evacuation routes will be less than significant.**

h) According to the 2030 General Plan Background Report (City of Oxnard 2006), the project site is located in an urbanized area of Oxnard and is not near any wildland fire hazard zones. Thus, the proposed project will not expose persons or structures to wildfire hazard risks. **There will be no impact.**

Mitigation: None required.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout, which includes development of the project site. Hazards and hazardous materials were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.5, Draft PEIR, February 2009, page 6-25.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u></b>				
– Will the Project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there will 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 will drop to a level which will not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 which will result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which will result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which will exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which will impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u></b>				
– Will the Project:				
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The City of Oxnard lies within the Oxnard Plain Basin and Oxnard Forebay Basin with small portions of the City in the Mound Basin. MAC Design Associates conducted a *Preliminary Stormwater Report* (January of 2016) for the proposed project in order to size the drainage structures associated with the development and size the Storm Water Quality areas. Records are inconclusive as to whether or not water wells exist on the site. A condition will be imposed on the project to require that all wells that exist on the site be capped in accordance with City of Oxnard and County of Ventura well capping requirements. **Impacts will be less than significant and no mitigation is required.**

b) Water supply to the project site is provided by the City of Oxnard. The City's current water supply consists of four sources. Each of the City's water supply sources and the status of each source is provided below.

- 1) Imported surface water from the Calleguas Municipal Water District (CMWD). CMWD is a member agency of the Metropolitan Water District of Southern California (MWD), from which it purchases State Water Project (SWP) water. SWP water is provided to the City from CMWD's Springville Reservoir through the City's Oxnard and Del Norte Conduits that feed five of the City's six water blending stations. About 9,000 acre-feet (AF) are expected for the 2015/2016 year from CMWD/MWD. The City will likely have to purchase Tier 2 MWD water (at a higher rate) to provide suitable water quality.
- 2) Groundwater from the United Water Conservation District (UWCD). UWCD supplies will be reduced by about 25 percent, and used to the maximum extent practical, as the cost is lower.
- 3) Groundwater from City wells subject to management of the Fox Canyon Groundwater Management Agency (FCGMA). The GMA will not allow the City to use pumping allocations transferred from agricultural users, until further notice.
- 4) Recycled water from the City's Advanced Water Purification Facility (AWPF). This water supply offsets potable water used for irrigation or is provided to agricultural users in exchange for groundwater allocation. The AWPF began operating at a small scale in April 2015, and provides recycled water to the City's golf courses. AWPF initial capacity is 7,000 acre-feet per year (AFY) with potential to increase supply to over 28,000 AFY. The timing of future expansions is currently unknown.

The City blends water from all available groundwater and imported surface water sources to achieve an appropriate balance between water quality, quantity, and cost. The City also plans and manages water supplies in accordance with an Urban Water Management Plan (UWMP). Development of the project site was anticipated in the City's 2010 UWMP, which accounted for build out under the 2030 General Plan. The UWMP provides for reliable water supply, primarily through the Groundwater Recovery Enhancement and Treatment (GREAT) Program, a water resources project that combines wastewater recycling and reuse, groundwater injection, storage and recovery, and groundwater desalination to provide regional water supply solutions to water users in the Oxnard Plain (City of Oxnard 2004). An EIR has been prepared for the GREAT Program, and is incorporated by reference to this analysis, and is available for review at the City of Oxnard's Planning Division office or on City Planning Division's webpage.

In July, 2014, and in response to recent drought conditions, the State Water Resources Control Board (SWRCB) adopted new water conservation regulations (Resolution 2014-0038), including select prohibitions for all water users and required actions for all water agencies. Local water agencies have responded with declarations that prohibit water users from filling pools and spas or restrict when or for how long users can irrigate landscaping. On April 1, 2015, Governor Brown issued Executive Order B-29-15, which ordered the SWRCB to impose restrictions to achieve a statewide 25 percent reduction in potable urban water usage through February 28, 2016. Executive Order B-29-15 states that "these restrictions will require water suppliers to California's cities and towns to reduce usage as compared to the amount used in 2013" (State of California, Executive Order B-29-15, April 2015).

The SWRCB has proposed a schedule for the development of emergency regulations to implement the new prohibitions and place restrictions on water use, as well as the 25 percent statewide reduction in potable urban water use contained in Executive Order B-29-15 (SWRCB, April 2015). This proposed schedule initiated with the Governor issuing the Drought Executive Order on April 1, 2015, followed by release of draft regulations and public comment in April 2015, and Board hearing and adoption of the emergency regulations in May 2015.

Currently, the City of Oxnard has asked its residents and businesses to reduce their water use by 20 percent. Oxnard has access to MWD programs that have been implemented to incentivize the use of water efficient fixtures and equipment for residences, businesses, industry, institutions, and large landscapes in southern California (MWD, website, accessed March 9, 2015). MWD's rebate programs include SoCalWater\$mart, which assists customers with installing high-efficiency toilets, clothes washers, plumbing fixtures, HVAC, sprinkler controllers, soil moisture sensors and more (Additional information at [www.socalwatersmart.com](http://www.socalwatersmart.com)). MWD's Water Savings Incentive Program assists large water volume users in implementing large scale water saving projects, such as projects to overhaul industrial processes to increase water reuse or install valves and pumps to improve agricultural irrigation efficiency (Additional information at [http://bewaterwise.com/Water\\_Saving\\_Incentive\\_Program\\_Brochure\\_WEB.pdf](http://bewaterwise.com/Water_Saving_Incentive_Program_Brochure_WEB.pdf)). More water conservation resources and tips from MWD and information on how MWD is responding to the drought are available at [www.bewaterwise.com](http://www.bewaterwise.com).

The City's water supplies continue to be affected by the ongoing drought and reductions are anticipated to continue into fiscal year 2015/2016. The City's Tier 1 supply from CMWD, the

imported water supplier, is expected to be reduced 15 to 20 percent. The City will likely have to purchase Tier 2 water (at a higher rate) to blend with pumped groundwater to provide suitable water quality. Groundwater supplies will be used to the maximum extent practical, as the cost is lower. The Fox Canyon Groundwater Management Agency will not allow the City to use pumping allocations transferred from agricultural users, until further notice.

The City is embarking on an aggressive program to convert irrigation systems along the Recycled Water Backbone System from potable water to AWPf recycled water. Recent meetings with the Regional Water Quality Control Board to allow the temporary use of Calleguas' Salinity Management Pipeline to serve agricultural customers have also placed a high priority on connecting these customers and transferring their pumping allocation to the City.

In addition, as described in the City's 2030 General Plan, the City includes a multifaceted Water Management Program that outlines how the City plans to provide an adequate water supply to meet forecast water demands well into the future. The City is currently updating its Water Master Plan and 2010 UWMP, as well as working cooperatively with local groundwater managers such as the FCGMA, UWCD, and CMWD (Las Posas) on local groundwater management programs as well as with the CMWD and Metropolitan on regional imported water supply issues. Together, these programs are intended to provide a high degree of flexibility to provide a reliable long-term water supply under a broad range of known (i.e., projected growth and planned water supply projects) and unknown scenarios (i.e., extended drought, global climate change). The availability of local groundwater as augmented by existing groundwater management programs (including groundwater recharge through the Freeman Diversion project and the Las Posas Aquifer Storage Project), imported SWP water, and the City's planned water recycling effort through its GREAT Program will help to ensure that the City will be able to meet long-term water demands. The 2030 General Plan includes policies and implementation measures that address a range of water supply and groundwater resource issues. (City of Oxnard 2015)

The estimated water demands for the proposed project is shown in Table 3 by unit type.

**Table 3**  
**Project Water Demands per Unit**

Unit Type	Quantity	Gallons / Day / Unit	Gallons / Day	Acre-feet / Year (AFY)
One-Bedroom	35	144	5,040	5.6
Two-Bedroom	88	192	16,896	18.9
Three-Bedroom	93	240	22,320	25.0
Four-Bedroom	24	288	6,912	7.8
<b>Project Total</b>	<b>240</b>		<b>51,168</b>	<b>57.3</b>

*Notes:*

1. Sewage generation factors identified in the L.A. CEQA Thresholds Guide (City of Los Angeles 2006) were used to estimate the average daily sewage flow per unit type – studio=80 gpd, 1 bdrm= 120 gpd, 2 bdrm = 160 gpd, 3 bdrm = 200 gpd, >3 bdrm = +40 for each addl room. A generation factor of 1.2 (120%) was then applied to these rates to estimate the average daily water demand per unit type, in gallons per day per unit. These quantities were then converted into acre-feet per year to identify the totals shown above.

As shown, the project will have an estimated total daily water demand of approximately 51,168 gallons, or approximately 57.3 AFY. In addition, although not included in the calculation above,

the maximum applied water use (MAWA) associated with landscaping for a typical multifamily project of this size is approximately 7.0 AFY.

As described in Section 8, Project Description, the proposed project includes a City-initiated zone change to change an approximate 1.44-acre portion of the 12-acre site from Community Reserve, Affordable Housing (CR-AH) to Garden Apartment Planned Development (R3-PD-AH), to make the site consistent with the City's 2030 General Plan Land Use Map. The Multiple Family Zone designation will allow for higher density than the Community Reserve designation; as a result, it may be presumed that higher water demand/use will be associated with the site. In order to assess potential impacts associated with water supply and demand, this analysis considers the reasonably estimated water demands associated with the proposed project against the reasonably foreseeable available water supply. Current planning documents, including the City of Oxnard 2030 General Plan and the City of Oxnard 2010 UWMP, do not provide water use estimates for specific land use designations or specific properties; therefore, rates of previous or current water use on the site have not been documented. Proposed project water demands are described above in Table 3. The site is currently vacant with intermittent vegetation lining a chain link fence around the perimeter. Introducing the proposed project to the site will introduce new water demands that are not currently present on the site. However, as stated above, the proposed re-zoning will make the site consistent with the City's 2030 General Plan Land Use Designation, General Plan PEIR, and 2006-2014 Housing Element. Further, the allowance for increased density as permitted by the City's AAHOP Program was anticipated and planned for within City resource documents.

The 2010 UWMP lists the City's "Water Neutrality Policy" below:

*First established in 2008 and recently reaffirmed in 2011, the Oxnard City Council has established a water demand "neutrality" policy. That is, all new development approved within the City must offset the water demand associated with the project with a supplemental water supply. As noted above, "new development" includes all planned (anticipated in the current General Plan) and any unplanned future development occurring in the City." Under the policy, a development can be water neutral by meeting its projected demand through: existing FCGMA groundwater allocations that are transferred to the City; contributing to increased efficiency by funding water conservation or recycled water retrofit projects; providing additional water supplies; or any combination of these options. While this City policy has not been codified, it has been applied to every development project approved since 2008. (Oxnard 2010 Urban Water Management Plan, May 2012, pg. 2-10).*

The policy was not developed to address the current drought, per se. The policy has subsequently been interpreted and applied by the City Council as recently as May 19, 2015 to mean that a project that is consistent with the 2030 General Plan land uses that were included in the 2010 UWMP demand projections is eligible for City-provided water service unless the project's water demand is substantially greater than the 2010 UWMP's water demand factor for that land use. In the present case, the 12 acre project site was assigned a Residential Medium land use in the 2030 General Plan and an "AH" Overlay within the 2006-2014 Housing Element (and 2015 Draft Housing Element), which corresponds to an annual water demand based upon

an average of 15 residential units per acre<sup>1</sup>, or 66.5 AFY (330 gpd/unit X 15 units/acre X 12 acres). For water master planning purposes, the estimated water demand for the proposed project is 64.3 AFY (inclusive of 7.0 AFY for landscaping), which is less than the 2010 UWMP projection.

The discussion above indicates that the combined estimated indoor and outdoor water demand is approximately 64.3 AFY. In addition, a Temporary Extraction Allocation (TEA) from the FCGMA may be implemented if one exists for the project site. For purposes of this water analysis, the assumption is that no water credits/transfer of allocation will occur. Should water be available on the project site, the project proponent will coordinate with the FCGMA to ensure the appropriate level of permitting and transfer of these historical allocations. The project proponent will be conditioned to file an Application for Transfer of Historical Allocation to the FCGMA, to satisfy the City's Water Neutrality Policy described above, as applicable on the proposed project.

With existing and planned conservation efforts to reduce the City's municipal and industrial water demand by at least 12 percent to meet State emergency directives, the City has sufficient contracted water supply for the foreseeable future and, as the AWPf increases its capacity, additional capacity for increased demand consistent with the buildout of the 2030 General Plan.

However, because estimated water demand for the proposed project is within the 2010 UWMP projection, the proposed project impacts **will be less than significant with implementation of adaptive mitigation HYD-1.**

c-f) The proposed project will not alter the surface drainage pattern of the surrounding area. It also will not require the relocation of existing storm drain lines or construction of any new storm drain lines. Storm water will continue to flow into the City's existing storm drain system. There are no surface water bodies or wetlands within the vicinity of the proposed project, however existing absorption rates, drainage patterns, and runoff rates of the subject site and surrounding areas will be affected by an increase in impervious surfaces on-site. In order to comply with the National Pollution Discharge Elimination System (NPDES) requirements for a permit to discharge storm water and NPDES requirements for a construction permit, a development project that disturbs five acres or more must follow a Storm Water Pollution Prevention Plan (SWPPP) that outlines both a plan to control storm water pollution during construction and after construction is complete by the use of best management practices (BMPs) that are appropriate and applicable to the project. The project site totals 12 acres and a SWPPP will be required and will be subject to the review and approval of the City of Oxnard in order to verify compliance with NPDES requirements.

Currently, runoff generated onsite flows in a south-easterly direction towards an existing grated inlet located in the public alley and towards existing curb inlets along Oxnard Blvd. storm drain pipes will be extended from the existing 36" RCP storm drain in the alley into the large open landscaped area of the site. This large landscape area is approximately 27,000 square feet in

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<sup>1</sup> For purposes of this analysis, although the Residential Medium land use designation allows for 12-18 du/acre, an average of 15 du/acre was utilized for water calculation purposes for water usage. Based upon 20 du/acre, the project would be permitted 88.7 AFY (330 gpd/unit X 20 units/acre X 12 acres).

area, and will contain the subsurface chamber infiltration system that will retain and treat the runoff from the roofs, parking & drive aisles, sidewalks and other hardscape areas. In addition, the smaller landscape areas between the buildings and parking areas will provide additional infiltration and retention, as the project will seek to maintain natural flow paths in a south-easterly direction. The project will be subject to existing requirements, including compliance with the City's Municipal Separate Storm Sewer System (MS4) permit and discharge requirements. **Impacts related to drainage patterns will be less than significant.**

g-h) In accordance with Federal Emergency Management Agency (FEMA) flood zone maps, the project site is not located within Zona A, which is defined as an area within the 100-year flood zone. **Therefore, impacts related to placing housing or structures within 100-year flood hazard area will be less than significant.**

i) Several dams are located at least 35 miles to the east and northeast of the project site. These include the Santa Felicia Dam at Lake Piru, the Castaic Lake Dam and the Pyramid Lake Dam. According to the *Multi-Jurisdictional Hazard Mitigation Plan for Ventura County* (2005), the entire City of Oxnard is located in a Dam Inundation Zone, or Dam Failure Hazard Zone, and 170,540 residents (approximately 98% of the population) are at risk from dam failure. Damage to the City could be in the form of a wall of fast-moving water, mud and debris. This could lead to injury or loss of life. However, according to the Oxnard 2030 General Plan, the potential for dam failure is considered low. According to the General Plan PEIR, this is because it is assumed that all dams have been constructed to the specifications set forth by State and federal agencies. Additionally, regular inspections are conducted to identify any weaknesses or problems with the dams that could cause structural damage or overtopping. **Impacts related to dam inundation will be less than significant.**

j) A tsunami is a tidal wave produced by off-shore seismic activity; seiches are seismically-induced waves that occur in large bodies of water, such as lakes. The project site is not located close to an inland body of water and is at an elevation sufficiently above sea level to be outside the zone of a tsunami runup; therefore, the risk of these hazards is not pertinent to this site (AGS, 2014). The site is also not located in an area considered a tsunami inundation area according to Tsunami Inundation Map for Emergency Planning Oxnard Quadrangle (CalEMA, February 2009). **Therefore, no impact related to these hazards will occur.**

Mitigation: The following mitigation measures shall apply to the proposed project. With incorporation and monitoring of the mitigation measures, hydrology and water quality impacts will be considered less than significant.

**HYD-1 Water Supply.** Applicant shall comply with the City's water neutrality and water conservation policies. This shall be accomplished through a Water Neutrality Plan to be reviewed and approved by the City prior to issuance of any building permit. The Water Neutrality Plan shall contain any combination of the following measures, or other measures suggested by the Applicant, that are quantifiable, permanent offsets of existing potable water use elsewhere in the City:

- a. Should any exist, transfer of existing FCGMA groundwater allocations to the City.

- b. Contribute to expansion of the City's water conservation program, such as but not limited to offsets available through programs such as toilet exchange and showerhead replacements.
- c. Provide to the City financial contributions towards City programs which generate in-City water conservation or recycled water capacity or conveyance not otherwise required by another State or local water conservation program
- d. Participate in other similar programs with cumulatively result in an adequate water supply contribution.
- e. Provide to the City water supplies equal to the shortage amount.

Monitoring: Prior to issuance of a building permit, the Utilities Director in cooperation with the Development Services Director shall review and approve the water mitigation measures implemented. All required fee and programs shall be implemented prior to issuance of any building permit.

Result after mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to water.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which development of the project site. Hydrology and water quality were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, Draft PEIR, February 2009, page 4-25.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>X. <u>LAND USE AND PLANNING</u> -- Will the proposal:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the Project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<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 type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project do not include any components, such as a new road, that will physically divide an established community. **No impact will occur.**

b) The proposed project will require a zone change for an approximate 1.44-acre portion of the site from the current zoning of C-R (Community Reserve) to R3-PD-AH (Garden Apartment Planned Development, Affordable Housing). This Zone Change is being initiated by the City to bring the zoning into conformance with the 2030 General Plan land use designation of Residential Medium (12-18 units per acre). The AH overlay designation on the project site establishes a minimum of 20 units per acre.

The project site is identified as site "A-04" in Figure F-1, AAHOP (All-Affordable Housing Opportunity Program) Affordable Residential Sites, in the 2006-2014 Housing Element and within the 2015 Draft Housing Element. The site is classified as "vacant." The proposed project is an entirely affordable housing. The project will not displace any existing housing or population.

**With approval of the zone change, being processed concurrently, impacts will be less than significant.**

c) The project site is not located within an area that is subject to an adopted habitat conservation plan or natural community plan. **No impact will occur.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Land use and planning were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 3.2, Draft PEIR, February 2009, page 3-2.

	<b>Potentially Significant Impact</b>	<b>Less than Significant with Mitigation Incorporated</b>	<b>Less than Significant Impact</b>	<b>No Impact</b>
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**XI. MINERAL RESOURCES -- Will the Project:**

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

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☐
☒

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**XI. MINERAL RESOURCES** -- Will the Project:

- 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 type="checkbox"/>	<input checked="" type="checkbox"/>
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a-b) According to the 2030 General Plan, the City of Oxnard has mineral/sand/gravel deposits primarily along the Santa Clara River channel, along Highway 101 corridor and along the eastern edge of the City extending west to Oxnard Boulevard. The project will not create a unique demand on available mineral resources in the City, since the project site is not located in an area of importance for mineral deposits. The project site lies within the MRZ-3a area (significance cannot be evaluated from available data) and does not fall within any of the areas listed as having significant mineral deposits. **Therefore, the project will have no impact on any known mineral resources.**

Mitigation: No mitigation is required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Mineral resources were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 5.6, Draft PEIR, February 2009, page 5-33.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**XII. NOISE** – Will the Project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. NOISE</b> – Will the Project result in:				
b) Exposure of persons to or generation of excessive ground borne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, will 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) For a project within the vicinity of a private airstrip, will the Project expose people residing or working in the Project area to excessive noise?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Environmental Setting: Noise is defined as unwanted sound that disturbs human activity. Environmental noise levels typically fluctuate over time, and different types of noise descriptors are used to account for this variability. Noise level measurements include intensity, frequency, and duration, as well as time of occurrence. Noise level (or volume) is generally measured in decibels (dB) using the A-weighted sound pressure level (dBA). The A-weighting scale is an adjustment to the actual sound power levels consistent with the human hearing response, which is most sensitive to frequencies around 4,000 Hertz (about the highest note on a piano) and less sensitive to low frequencies (below 100 Hertz).

Sound pressure level is measured on a logarithmic scale with the 0 dB level based on the lowest detectable sound pressure level that people can perceive (an audible sound that is not zero sound pressure level). Based on the logarithmic scale, a doubling of sound energy is equivalent to an increase of 3 dB, and a sound that is 10 dB less than the ambient sound level has no effect on ambient noise. Because of the nature of the human ear, a sound must be about 10 dB greater than the reference sound to be judged as twice as loud. In general, a 3 dB change in community noise levels is noticeable, while 1-2 dB changes generally are not perceived. Quiet suburban areas typically have noise levels in the range of 40-50 dBA, while those along arterial streets are in the 50-60+ dBA range. Normal conversational levels are in the 60-65 dBA range, and ambient noise levels greater than 65 dBA can interrupt conversations.

In addition to the instantaneous measurement of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. One of the most frequently used noise metrics that considers both duration and sound power level is the equivalent noise level ( $L_{eq}$ ). 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 of time (essentially, the average noise level). Typically,  $L_{eq}$  is summed over a one-hour period.

The time period in which noise occurs is also important since noise that occurs at night tends to be more disturbing than that which occurs during the daytime. Two commonly used noise metrics – the Day-Night average level ( $L_{dn}$ ) and the Community Noise Equivalent Level (CNEL) recognize this fact by weighting hourly  $L_{eqs}$  over a 24-hour period. The  $L_{dn}$  is a 24-hour average noise level that adds 10 dB to actual nighttime (10:00 PM to 7:00 AM) noise levels to account for the greater sensitivity to noise during that time period. The CNEL is identical to the  $L_{dn}$ , except it also adds a 5 dB penalty for noise occurring during the evening (7:00 PM to 10:00 PM).

Vibration is sound radiated through the ground. The rumbling sound caused by the vibration of room surfaces is called ground borne noise. Ground borne vibration is almost exclusively a concern inside buildings and is rarely perceived as a problem outdoors. Ground-borne vibration related to human annoyance is generally related to velocity levels expressed in vibration decibels (VdB). However, construction-related ground borne vibration in relation to its potential for building damage can also be measured in inches per second (in/sec) peak particle velocity (PPV) (Federal Transit Administration, May 2006). Based on the Federal Transportation Authorities (FTA) *Transit Noise and Vibration Impact Assessment* and the California Department of Transportation's 1992 *Transportation-Related Earthborne Vibration, Technical Advisory*, vibration levels decrease by 6 VdB with every doubling of distance.

The City's Noise Ordinance identifies noise standards for various sources and includes specific noise restrictions for sources of noise within the City. Section 7-184 of the Oxnard Municipal Code designates sound zones for properties within the City based on their corresponding land use. Residential uses are designated as Sound Zone I; Commercial properties are designated as Sound Zone II; Industrial areas are designated as Sound Zone III; and all property within the contours around a roadway, railroad track, or the Oxnard Airport (as identified in Figure IX-2 of the Noise Element of the 2030 General Plan) are designated as Sound Zone IV.

Table 4 shows the allowable noise levels and corresponding times of day for each of the identified sound zones.

**Table 4**  
**Exterior Noise Standards**

Sound Zone	Type of Land Use	Allowable Exterior Sound Level	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
I	Residential	55 dBA	50 dBA
II	Commercial	65 dBA	60 dBA
III	Industrial	70 dBA	70 dBA
IV	As identified in the General Plan		

Source: City of Oxnard Municipal Code § 7-185.

Section 7-185 of the Municipal Code specifies that no person at any location within the City shall create, maintain, cause or allow any sound on property which causes the sound level, when measured on any other property, to exceed:

- (1) *The allowable exterior sound level for a cumulative period of more than 30 minutes in any hour;*
- (2) *The allowable exterior sound level plus five dBA for a cumulative period of more than 15 minutes in any hour;*
- (3) *The allowable exterior sound level plus ten dBA for a cumulative period of more than five minutes in any hour;*
- (4) *The allowable exterior sound level plus 15 dBA for a cumulative period of more than one minute in any hour; or*
- (5) *The allowable exterior sound level plus 20 dBA for any period of time.*

The allowable exterior sound for residential uses may not exceed 55 dBA between 7:00 AM to 10:00 PM and 50 dBA between 10:00PM and 7:00 AM. However, the City's Noise Ordinance [Section IV. 7-185, Exterior Noise Standards, Section (D)] stipulates that in the event the ambient sound level exceeds any of the four sound level categories listed in Table 4, above, the allowable exterior sound level applicable to the category shall be increased to reflect ambient sound level. In the event the ambient sound level exceeds the fifth category, the maximum allowable exterior sound level under the category shall be increased to reflect the maximum ambient sound level.

In addition, with respect to residential uses, the interior sound level may not exceed 45 dBA between the hours of 10 PM and 7 AM and 50 dBA between 7 AM and 10 PM for a period of five or more minutes in any hour, as shown in Table 5. Further, the allowable interior level plus 5 dBA cannot be exceeded for more than one minute in an hour and the allowable interior level plus 10 dBA cannot be exceed for any period of time (Municipal Code Section 7-186).

**Table 5**  
**Residential Interior Noise Standards**

Sound Zone	Type of Land Use	Allowable Interior Sound Level	
		7:00 AM to 10:00 PM	10:00 PM to 7:00 AM
All	Residential	50 dBA	45 dBA

*Source: City of Oxnard Municipal Code § 7-186*

There are no existing sources of noise on the project site, as the site is currently vacant and undeveloped. Noise levels in the project vicinity are primarily due to railway traffic and vehicle traffic on adjacent roadways. Noise due to railway traffic is characterized by sporadic high volume events. Motor vehicle noise on adjacent roadways is characterized by a high number of individual events, which often create a sustained noise level. The centerline of the adjacent UPRR/VCRR alignment is located approximately 30 feet to the north of the property line.

Existing train traffic includes only freight trains that pass by the project site approximately two times during the day (between 6:00 a.m. and 6:00 p.m.) and one time during the night (between 6:00 p.m. and 6:00 a.m.) (Department of Transportation, 2006, and Rincon Noise Study October 2015, as amended March 2016).

Automobiles, motorcycles, medium trucks, and heavy trucks along Wooley Road and Oxnard Boulevard are clearly audible from the project site. According to the City of Oxnard General Plan PEIR, Wooley Road has an Average Daily Traffic (ADT) count of 15,400 vehicles and Oxnard has an ADT count of 18,300 vehicles (2008). Even though both roadways have generally similar levels of traffic, residential units will be positioned closer to Wooley Road, resulting in higher noise exposure from traffic along this roadway. Additionally, the posted traffic speed along Wooley Road is 40 miles per hour (mph) while the posted traffic speed along the segment of Oxnard Boulevard is 30 mph.

Other noise sources are audible at the project site, but do not substantially contribute to the overall ambient noise. These secondary noise sources include industrial facilities adjacent to the east side of the project site and across Wooley Road, north of the site. East of the project site, is the Oxnard Mobile Home Lodge mobile home park and Industrial Avenue (13 parcels are zoned for industrial use). Northeast of the project site is a food processing plant (commercial and industrial uses with hours of operation are 7 a.m. to 8 p.m. on Monday through Friday and 7 a.m. to 5 a.m. on Saturdays) and north of the site are two industrial facilities.

To determine existing exterior sound levels on the project site, one 24-hour and two 15-minute sound level measurements were taken on the project site using an ANSI Type II integrating sound level meter. The 24-hour sound level measurement was taken from 9:00 a.m. on October 8, 2015 to 9:00 a.m. on October 9, 2015. The two 15-minute sound level measurements were taken between 8:25 a.m. and 9:00 a.m. on October 12, 2015. Results are provided in Table 6.

**Table 6**  
**Noise Measurement Results**

Location	Sample Time	Distance to UPRR/VCRR	Distance to Wooley Road	Distance to Oxnard Blvd.	Leq (dBA)
Northeast Corner of Site	24-hour	100 feet	140 feet	830 feet	70.0
Middle of Site	Daytime	290	350 feet	520 feet	55.2
Proposed Community Building and Entrance to Project Site	Daytime	460	500 feet	250 feet	54.6

*Source: Rincon Consultants, Inc. Recorded during field visit using ANSI Type II Integrating sound level meter. See Appendix E for noise monitoring data sheets. October 2015 Survey Data*

a, c) Noise events that are typical of residential developments include music, conversations, doors slamming, and children playing. On-site operations are expected to also involve noise associated with rooftop ventilation, heating systems, and trash hauling. However, activities associated with operation of the proposed project will not generate high levels of noise, and on-site noise will be comparable to those of existing residential uses near the project site.

The proposed project will also generate traffic that could increase the exposure of existing and future sensitive receptors to roadway noise.

The proposed residences on the project site will be exposed to noise from roadway traffic and train traffic on the UPRR/VCRR. Sound levels were calculated using the Day-Night Average Level (DNL) Calculator. The DNL Calculator estimate included noise from roadway traffic from Wooley Road and Oxnard Boulevard and the freight train traffic on the UPRR/VCRR at the northern boundary line of the project site (30 feet from the centerline of the train tracks). The DNL at the northern boundary line was estimated at 74.7 dBA (see Appendix B). As described above, noise from non-point sources, such as roads and railways, typically attenuate at about 3 dBA per doubling of distance. Based on the DNL calculated at 30 feet from the UPRR/VCRR line, the 60 dBA DNL contour is approximately 830 feet from the UPRR/VCRR. Therefore, the entire project site is subject to sound levels exceeding 60 dBA, which is acceptable pursuant to Municipal Code Section 7-185(d). The 70 dBA contour is approximately 120 feet from Wooley Road and 80 feet from the UPRR/VCRR. The closest residential units will be approximately 90 feet from Wooley Road and 50 feet from the VCRR. Therefore, the residential units closest to the northern property boundary will be exposed to sound levels exceeding 70 dBA DNL, which is acceptable pursuant to Municipal Code Section 7-185(d). High levels of noise exposure will be short-term and intermittent as individual trains pass the project site. The train whistle will sounds each time it passes the project site, in a series of whistle blasts (one long, two short, then one long blast), due to regulations which require the train to sound its whistle at each railroad crossing. The secondary emergency access at Wooley Road is considered a crossing, as is the Five Points intersection. The Leq associated with the train that passed-by the site was approximately 66.8 dBA. Noise associated with intermittent train passes will not substantially increase average noise levels on the project site, as the Leq associated with the train passing is

less than the 24-hour measurement DNL of 70 dBA. Traffic on the adjacent roadways will be a relatively continuous and primary source of noise on the project site.

Proposed outdoor recreational facilities on the project site will be located approximately 250 feet to 800 feet from the northern property boundary. In the absence of any noise barriers, the closest recreational area 250 feet from the site boundary will be exposed to a sound level of approximately 65.5 dBA DNL. However, the proposed residential units on the northerly portion of the project site will function as a physical barrier to sound transmission, attenuating the noise exposure on the recreational area caused by traffic on Wooley Road and the UPRR/VCRR. Since the existing ambient sound level of 65.5 dBA DNL will be attenuated by surrounding buildings, exterior sound levels within the proposed onsite recreational area is expected to be less than 65 dBA DNL. Thus, noise level within the proposed outdoor recreational facilities will be less than the 65-70 dBA (CNEL or DNL) for the exterior. This is acceptable pursuant to Municipal Code Section 7-185(d).

The entire project site is subject to sound exceeding 50 dBA DNL. Based on an estimated 25 dBA reduction due to exterior-to-interior attenuation associated with modern residential construction materials and techniques (FTA, May 2006), interior sound levels in residences located near the northern boundary could be up to about 50 dBA DNL with windows closed. While State guidelines are expressed as CNEL, the estimated interior sound level of 50 dBA DNL (which is a 24-hour average, as discussed above) will indicate that the State standards are likely to be exceeded, especially during individual high-volume events, such as train pass-bys on the UPRR/VCRR. Therefore, the proposed residences are likely to be exposed to interior sound levels that will exceed the City and State's interior noise standard of 45 dBA, during sensitive noise hours (10:00 p.m. – 7:00 a.m.).

A number of noise reduction measures are recommended in the Noise Study to reduce interior noise levels in order to achieve the City and State interior noise standard during sensitive hours. With the incorporation of these measures through the **implementation of Measure N-1, impacts will be less than significant.**

b, d) Vibration energy is carried through buildings, structures, and the ground, whereas ambient noise is carried through the air. Thus, vibration is generally felt rather than heard. Some vibration effects can be caused by noise, such as the rattling of windows from truck pass-bys. This phenomenon is caused by the coupling of the acoustic energy at frequencies that are close to the resonant frequency of the material being vibrated. Typically, groundborne vibration generated by manmade activities attenuates rapidly as distance from the source of the vibration increases and vibration rapidly diminishes in amplitude with distance from the source. The ground motion caused by vibration is measured as particle velocity in inches per second and is referenced as vibration decibels (VdB) in the U.S.

The vibration velocity level threshold of perception for humans is approximately 65 VdB. A vibration velocity of 75 VdB is the approximate dividing line between barely perceptible and distinctly perceptible levels for many people. Most perceptible indoor vibration is caused by sources within buildings such as operation of mechanical equipment, movement of people, or the slamming of doors. Typical outdoor sources of perceptible groundborne vibration are construction equipment, steel wheeled trains, and traffic on rough roads. If a roadway is

smooth, the ground borne vibration from traffic is barely perceptible. The range of interest is from approximately 50 VdB, which is the typical background vibration velocity, to 100 VdB, which is the general threshold where minor damage can occur in fragile buildings.

Significant impacts occur when vibration or ground borne noise levels exceed the Federal Railroad Administration (FRA) maximum acceptable level threshold of 65 VdB for buildings where low ambient vibration is essential for interior operations (such as hospitals and recording studios), 72 VdB for residences and buildings where people normally sleep, including hotels, and 75 VdB for institutional land uses with primary daytime use (such as churches and schools).

Construction activities that will occur on the project site have the potential to generate ground borne vibration. Table 7 identifies vibration velocity levels for the types of construction equipment likely to operate at the project site during construction, as received by receptors within 25 and 50 feet of the project site.

**Table 7**  
**Vibration Source Levels for**  
**Construction Equipment**

Equipment	Approximate VdB	
	25 Feet	50 Feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

*Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.*

*Source: Federal Transit Administration (FTA), May 2006*

The nearest sensitive receptor is the Oxnard Mobile Home Lodge which is located immediately to the east and adjacent to the project site. As shown in Table 7, vibration levels could be as high as 86 VdB 25 feet from the project site.

Noise levels associated with the use of heavy equipment at construction sites can range from about 82 to 91 dBA 25 feet from the source, depending upon the types of equipment in operation at any given time and the phase of construction (Table 8). The operation of heavy equipment during construction will result in temporary increases in noise in the immediate vicinity of the project area. The highest noise levels will generally occur during grading, excavation, and foundation development, which involve the use of such equipment as backhoes, bulldozers, shovels, and front-end loaders. In addition, construction vehicles traveling on local roadways can generate intermittent noise levels that affect adjacent receptors.

**Table 8**  
**Typical Noise Levels at Construction Sites**

<b>Equipment Onsite</b>	<b>Typical Level (dBA) 25 Feet from the Source</b>	<b>Typical Level (dBA) 50 Feet from the Source</b>
Air Compressor	87	81
Backhoe	86	80
Concrete Mixer	91	85
Crane, mobile	89	83
Dozer	91	85
Jack Hammer	94	88
Paver	95	89
Saw	82	76
Truck	94	88

*Noise levels assume a noise attenuation rate of 6 dBA per doubling of distance. The analysis provided does not account for attenuating factors, such as topography, structures, or vegetation. Such factors will decrease the noise levels at sensitive receptors.*

*Source: Federal Transit Administration (FTA), May 2006*

Sensitive receptors are typically less noise sensitive during daytime hours. Oxnard Municipal Code Section 7-188 exempts construction and grading activities from the noise restrictions above provided the activities occur between the hours of 7:00 AM and 6:00 PM Monday through Saturday. Therefore, provided construction and grading activities only occur in specified hours, construction-related noise and vibration will not exceed the City's exterior noise standards. Further, construction-related noise and vibration will be temporary and intermittent in nature and will not result in long-term noise impacts. **Impacts will be less than significant with Mitigation Measures N-1 through N-3.**

e, f) Aircraft noise affecting the City is primarily generated by the Oxnard Airport and Naval Base Ventura County. The project site approximately 1.25 mile southeast of Oxnard Airport and is outside the noise contours as depicted on Figure 6-2 City of Oxnard 2030 General Plan PEIR. Additionally, the project site is approximately 4.5 miles northwest of Naval Base Ventura County, Point Mugu and approximately 3.5 miles southwest of the Camarillo Airport. As described in Section VIII, Hazards and Hazardous Materials, the project site is not with the flight paths of the Oxnard Airport or the airstrip located at NBVC, Point Mugu. **No impact related to airport noise will occur.**

Mitigation: The following mitigation measures shall apply to the proposed project. With incorporation and monitoring of the mitigation measures, noise impacts will be considered less than significant.

**N-1 Noise Reduction Measures.** The recommendations set forth in the Noise Study prepared by Rincon Consultants (October 2015, as amended March 2016), or such other equally effective measures as approved by the City,

shall be incorporated into project design in order to ensure that interior noise attenuation standards are achieved. Noise reduction measures that can be incorporated into site design and construction details, include (but are not limited to):

- Installation of windows and exterior doors that have a minimum STC rating of 30 STC or higher.
- Installation of solid core exterior doors installed with weather stripping.
- Installation of exterior wall assemblies with an STC rating of 45 or higher.
- Installation of and equip all structures (recreation included) with forced-air mechanical ventilation, as required by the California Building Code, to adequately ventilate the interior space of the units when windows are closed to control noise.

*Construction Mitigation:*

- N -2** During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.
- N -3** Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.

Monitoring: Development Services Department staff shall verify that these mitigation measures are included on all grading and building plans for each project. Development Services staff will provide on-site monitoring during construction activities. Applicant's construction management team shall provide the Development Services Department with a document certifying that all required noise attenuation equipment and construction techniques have been utilized during construction and installed as part of the construction component on site. Staff will verify that building plans incorporate requirements identified in mitigation measure N-1 and construction mitigation has occurred (N-2 and N-3).

Result after mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to noise.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Noise impacts were analyzed by the 2030 General Plan PEIR and found to be significant for which an overriding consideration was adopted. As discussed above, the proposed project's impacts will be less than significant with mitigation; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 6.4, Draft PEIR, February 2009, page 6-15.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XIII. <u>POPULATION AND HOUSING</u> — Will the Project:</b>				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) The proposed project consist of the development of 240 residential apartment units on a 12-acre site. The site is located on a vacant lot in an established urban area surrounded by Oxnard Mobile Home Lodge mobile home park (to the east) and industrial uses, a hotel and gas station/carwash at the Five Points intersection (to the west), and commercial and industrial uses to the north and south. A factor of 3.85 (average for the City of Oxnard) (City of Oxnard, 2013) persons per household was used to calculate the number of residents the proposed project will accommodate approximately 924 residents.

Oxnard's 2015 total population is estimated at 206,148 (CA Department of Finance – May/June 2015). Development of the proposed project could accommodate a population increase of approximately 0.4% of the 2015 estimated population. The Southern California Council of Governments population forecast for the City of Oxnard in 2035 is 244,500, an increase of 40,855 residents. The project's estimated 924 residents will constitute 2.3% of the predicted growth for the City. Further, population growth associated with the project has been anticipated in the 2030 General Plan build-out scenario. **Given that the population growth facilitated by the proposed development will be within the predicted growth of the City, impacts will be less than significant.**

b, c) The project site was used for agricultural operations until 1955, at which time it was developed as a drive-in theater. The drive-in theater operated from 1955 until about 2000. The entire site is paved, as it was previously used as a parking area for the drive-in theater. The site is currently vacant, surrounding by a chain-link fence. Foundations of drive-in theater facilities are present, including two ticket booths, a snack bar, restrooms, projection booth building, and two movie screens. A free-standing wall behind the main screen is partially intact. (RNC Environmental, 2015). Partial remnants of one movie screen still stand. The project site does not currently contain any dwelling units, however several homeless campsites were observed along

the fence lines of the project site during the Site Reconnaissance conducted by RNC Environmental in September 2015.

The project site is identified as site A-04 in Figure F-1, AAHOP (All-Affordable Housing Opportunity Program) Affordable Residential Sites, in the 2006-2014 Housing Element and July 2015 Draft Housing Element. The site is classified as “vacant.” The proposed project is entirely affordable housing. The project will not displace any existing housing or population. **There will be no impact.**

Mitigation: No mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Population and housing were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project’s impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapters 3.2 and 3.4, Draft PEIR, February 2009, pages 3-2 and 3-17.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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#### XIV. PUBLIC SERVICES

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

i) Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
v) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a.i) The Oxnard Fire Department (OFD) provides fire protection to the City of Oxnard. The OFD, currently has 38 firefighters and 115 office and support staff (Francine Gutierrez, personal

communication April 2016), which equates to 0.19 firefighters for every 1,000 people in the City, based on its current population of 203,645 (California Department of Finance, May 2014). There are seven fire stations in the City with an eighth fire station under construction. The basic unit is the engine company, which consists of a captain who supervises the crew, an engineer who is responsible for the safe operation of the equipment, and a firefighter who carries out the basic firefighting and medical tasks. The National Fire Protection Association's (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. In the City of Oxnard there are currently a total of 38 uniformed firefighters that serve a population of 203,645, which equates to approximately 0.19 firefighters for every 1,000 people. This is below the City of Oxnard's standard of one firefighter for every 1,000 people. The population growth that will result from the proposed project will not have a significant effect on these ratios. In addition, the NFPA recommends that each fire station serve approximately 15,000 residents. Oxnard's seven fire stations serve approximately 30,000 residents per station. Furthermore, the Fire Department can access additional manpower and equipment through an automatic aid agreement with Ventura County and a mutual aid agreement with the City of Ventura and Point Mugu Naval Air Station. The project will include uniformly applied development policies that require adequate fire hydrants, OFD site access, emergency signage, fire alarms, addressable smoke detectors, and other requirements of the Uniform Fire Code to minimize any potential impacts on Fire Services. The project will provide primary and secondary access for emergency vehicles. No new facilities will be required as a result of the project. **The project will have less than significant impacts and no mitigation is necessary or required.**

a.ii) The Oxnard Police Department (OPD) provides police protection in this area, which operates from the police station located at 251 South C Street. The station is located approximately one mile northwest of the project site. The City is divided into four Police Districts, each of which is further divided into smaller response beats. Each beat is patrolled 24 hours a day, seven days a week in three overlapping 12-hour shifts. The project site is located in Beat 32, which is part of District 3. In addition to its police stations, the OPD operates eight storefront police substations.

The OPD currently has 235 sworn officers and 122 civil support personnel (Mary Diamond, Financial Manager, personal communication April 2016). With a current population of 203,645 (California Department of Finance, May 2014) and 235 sworn officers, Oxnard's police officer to population ratio is currently 1.15 officers for every 1,000 persons. As described in Section XIV, *Population and Housing*, the project will add a total of approximately 924 residents. This will result in an incremental decrease (less than .01) in the police officer to population ratio. No new police facilities will be needed. **Impacts to police services will be less than significant.**

a.iii) The project site is located within the Oxnard School District. Within a one mile radius of the project site, there is one private school and four public schools. New Harvest Christian School (private) is located approximately 2,500 feet northwest of the subject property. The nearest public school is Elm Street Elementary School which is located ¼ mile to the southeast of the project site. Haydock Academy of Arts and Sciences (public) is one of the closest schools to the project site, situated approximately 2,500 feet due west of the subject property. Santa Clara High School (public) is located approximately 3,000 feet to the southwest of the project site. Harrington Elementary School (public) is located approximately 3,200 feet due south of the project site.

Construction of the proposed project will accommodate an estimated 924 new residents to the area and will be expected to include school-aged children who will attend local schools. The Oxnard Elementary School District's ("School District") school facilities in school year 2015/2016 have a capacity of 17,030 students per section 17071.10(a) of the Education Code. Of these 17,030 seats, 13,808 are at the elementary school level and 3,222 are at the intermediate school level. These capacities include seats from all new school facility construction projects funded by the State and teaching stations purchased by the School District without State funding. The enrollment of the School District in school year 2015/2016 is 16,908 students. The School District's facilities capacity exceeds student enrollment at the elementary school level while student enrollment exceeds facilities capacity at the intermediate school level in school year 2015/2016. Currently, 283 elementary school seats are available to accommodate the students anticipated to be generated from future units.

Dolinka Group prepared a Residential Development School Fee Justification Study for the Oxnard School District in April 2016. In order to analyze the impact on the School District's student enrollment from future residential units, Dolinka Group estimated student generation factor for multi-family attached units (apartments) is 0.3527 for elementary school and 0.1571 for intermediate school, for a total student generation factor of 0.5098. Using these generation factors, it is anticipated that the proposed project will generate 471 new students, 326 of whom will be elementary school level and 145 of whom will be intermediate school level. This projection exceeds the current available seats and will thereby result in the need for new facilities, which could be considered a potentially significant impact.

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 OVSD and OUHSD are used to maintain the desired school capacity and the maintenance and/or development of new school facilities. The project proponents for any future residential developments will be required to pay the state-mandated school impact fees. Pursuant to Section 65995 (3)(h) of the California Government Code (Senate Bill 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, with payment of mandatory school impact fees, impacts will be less than significant.**

a.iv) Impacts to parks are discussed in Section XV, *Recreation*.

a.v) During the plan check and permitting process the Development Services Division will assess and determine the project impact fees that are required for this type of development. Development impact fees typically involve, but are not limited: Planned Traffic Circulation System Facilities Fees (Traffic Impact); Planned Water Facilities Fee; Planned Wastewater Facilities Fee; Planned Drainage Facilities Fee; and Growth Requirement Capital Fee. **Impacts will be less than significant.**

Mitigation: No mitigation measures are required or proposed.

**Cumulative Impact:** The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Public services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.4, Draft PEIR, February 2009, page 4-39.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XV. RECREATION --</b>				
a) Will the Project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility will occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) As identified in the City of Oxnard 2030 General Plan, the City's existing, under development, or planned parks total about 759 acres and the traditional city and county parks, beaches, golf courses, and parks now under construction total about 1,637 acres. The City of Oxnard's estimated 2014 population of 203,645 (United States 2010 Census) therefore has approximately eight acres of parkland per 1,000 residents. The proposed project will accommodate a population increase of approximately 924 residents and the parkland will remain eight acres per 1,000 residents. The Quimby Act uses the standard ratio of three acres of parkland per 1,000 residents; therefore, the City currently has sufficient parkland to serve the population and will continue to do so with development of the proposed project. The incremental increase in population will create an incremental increase in use of the existing parks. However, the existing parkland ratio will stay the same and no significant impacts will occur to existing parks. In addition, the proposed project will include recreational facilities, including a community room, outdoor basketball courts, a large park area and a playground. **These facilities will further reduce the demand on the City's parkland. Impacts will be less than significant.**

**Mitigation:** No mitigation measures are required or proposed.

**Cumulative Impact:** The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which included development of the project site. Recreation was analyzed

by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.5, Draft PEIR, February 2009, page 4-45.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. <u>TRANSPORTATION / TRAFFIC</u> -- Will the Project:</b>				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways, and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a 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"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) The Traffic and Circulation Study (Traffic Study) prepared for the proposed project by Associated Transportation Engineers (ATE) dated May 8, 2015 (Appendix J) focused on 21 key intersections within the study area during the AM and PM commute periods, when peak traffic

volumes typically occur. The Traffic Study assumed that the proposed project will utilize three driveway connections to Oxnard Boulevard as primary access, and one secondary/emergency driveway connection on Wooley Road.

To identify the operating condition at intersections, a level of service (LOS) ranking scale is used. This scale compares traffic volumes to intersection capacity and assigns a letter value to this relationship. The letter scale ranges from A to F with LOS A representing free flow conditions and LOS F representing congested conditions. The City of Oxnard considers LOS C or better acceptable for most intersection operations, including those intersections that will be affected by foreseeable development of the project site. Caltrans has established the cusp of the LOS C/D range as the target LOS standard for State Highway facilities. The Five Points intersection is allowed to exceed the City's threshold.

Pursuant to Oxnard Traffic Study Guidelines, the Intersection Capacity Utilization Methodology (ICU) was used to determine LOS for signalized intersections and the results are shown as a volume-to-capacity (V/C) ratio. LOS for the unsignalized intersections in the study area were calculated using the methodologies outlined in the Highway Capacity Manual (HCM) and the results are presented as seconds of delay.

Tables 4 and 5 within the Traffic Study provides the Existing LOS and Existing + Project LOS for the A.M and P.M. peak hours for the 21 key intersections. All intersections except for Five Points currently operate at LOS C or better during both peak hours under the Existing conditions. The Five Points intersection currently operates at LOS D during the P.M. peak hour.

The proposed project will generate a total of 1,582 average daily trips (ADT), including 110 AM peak hour trips and 139 PM peak hour trips. The project will not significantly impact most study area intersections based on City thresholds. The Five Points intersection will continue to operate at LOS D during the P.M. peak period with the addition of project traffic; however, the project's traffic will not exceed City thresholds at this location.

The City requires analysis of intersections with the addition of traffic generated by projects that have been approved or are pending within the project study area. ATE and City staff identified 32 approved/pending projects in the vicinity which will add traffic to the study-area intersections. Table 6 within the Traffic Study summarizes the average daily, A.M. and P.M. peak hour trip generation estimates for the approved pending projects. The traffic generated by the approved/pending projects was distributed and assigned to the study-area intersections based on the location of each project, recent traffic studies, existing traffic patterns and general knowledge of the population, employment and commercial centers in Oxnard. The cumulative levels of service for the study area are shown in Table 7 of the Traffic Study. Even though the cumulative +project P.M. Peak Hour Levels of Service will decrease from LOS A to LOS B for the Wooley Road/J Street intersection, Table 7 demonstrates that the study area intersections will generally operate at LOS C or better during the A.M. peak hour and P.M. peak hour periods with the cumulative traffic.

The Revised Traffic and Circulation Study includes a signal warrant analysis that considers a stop sign at Oxnard Boulevard for the full access Oxnard Boulevard/Project Driveway intersection. The traffic signal warrant analysis was completed based on the Manual on

Uniform Traffic Control Devices, California Supplement, Peak Hour warrant criteria. Based upon the traffic study, the approach volumes on the minor street at the Oxnard Boulevard/Project Driveway intersection do not satisfy the Peak Hour Vehicular Volume warrant under any scenario (see Table 10 of the Traffic and Circulation Study).

Based on City of Oxnard impact criteria, the project will not significantly impact any of the 21 study area intersections. **Impacts will therefore be less than significant. Mitigation measures are recommended to further improve the circulation system (see T-1).**

b) The 2009 Ventura County Congestion Management Program (CMP) provides local agencies and private developers the procedures and tools necessary to manage and decrease traffic congestion in the County. The Ventura County Transportation Commission (VCTC) is the designated Congestion Management Agency (CMA) responsible for implementing the CMP in Ventura County. For the purposes of a CMP traffic impact analysis, LOS E is considered to be acceptable, and a significant impact occurs if the proposed project increases traffic demand on a CMP facility by 2% of capacity ( $V/C > 0.02$ ), causing or worsening LOS F ( $V/C > 1.00$ ).

The study area intersections along Wooley Road and South Oxnard Boulevard are contained in the County's CMP. The intersections are all expected to operate at LOS D or better with the addition of cumulative plus project peak hour volumes and thus will not exceed the CMP LOS E standard. Based on the CMP criteria outlined above, the project will not generate a significant impact at this intersection. **Impacts related to conflicts with the Ventura County CMP will be less than significant.**

c) Oxnard Airport is located approximately 1.25 miles northwest of the project site and Camarillo Airport is located approximately 3.5 miles to the northeast. Project implementation will not affect operations at either airport. **There will be no impact in this regard.**

d) Primary access to the project will be provided via three driveways from South Oxnard Boulevard. A raised median will be constructed on South Oxnard Boulevard that will limit the driveways such that all three of them are right-in/right-out driveways with only one of the three also allowing left-in/left-out. The Wooley Road driveway will only provide secondary/emergency access. The applicant will be required to complete roadway improvements (curb, gutter, and sidewalk) on South Oxnard Boulevard along its frontage. **Project development will not result in design hazards and impacts will be less than significant.**

e) The project site plan provides four access points whereby emergency vehicles will be able to reach the project site during emergencies. The final project site plan will be subject to review by the Oxnard Fire Department to ensure that the project's internal circulation and project changes to surrounding roadways will not impact emergency access. **Impacts will be less than significant.**

f) The project site is located within close proximity to downtown. The sidewalks currently maintain steady pedestrian traffic and the addition of 240 residential units are expected to generate an increase in pedestrian activity in and around the project site. A commercial shopping center with a drug store and restaurant exist along South Oxnard Boulevard,

approximately 250-feet from the project site, on the opposite side of Oxnard Boulevard from the project site. The nearest pedestrian crossing across Oxnard Boulevard is located at the Five Points Intersection, approximately 600-feet from the entrance to the project site.

General Plan Policy ICS-8.13 (Importance of Pedestrian and Bicycle Access in Site Planning) requires 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. The project shall incorporate a protected crossing for pedestrians and bicyclists across South Oxnard Boulevard at the project entrance. With the imposition of mitigation measures to provide pedestrian access to the nearby commercial shopping center, the proposed project will not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, and therefore will have a **less than significant impact**.

Mitigation: The following mitigation measures shall apply to the proposed project in order to comply with General Plan Policy ICS-8.13 and improve the circulation system:

- |            |  |
|------------|--|
| <b>T-1</b> | A protected pedestrian crossing must be provided at the Oxnard Boulevard/Project Driveway intersection for pedestrians to cross South Oxnard Boulevard. Said pedestrian crossing shall be designed to the satisfaction of the City Traffic Engineer and shall be installed prior to first project occupancy. |
|------------|--|

Monitoring: Development Services shall verify these mitigation measures prior to issuance of a Certificate of Occupancy.

Result after mitigation: Upon implementation of the above mitigation measures, the project will not result in any residual significant adverse effects on the environment related to traffic.

Cumulative Impact: Cumulative impacts associated with the project and other pending development in the area are discussed above. Long-term traffic and circulation impacts were also analyzed by the 2030 General Plan PEIR and found to be significant. An overriding consideration was adopted for cumulative traffic impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.2, Draft PEIR, February 2009, page 4-2.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS --</b>				
Will the Project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Project that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the Project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a-e) The project represents additional demand on master-planned utilities and service systems that have been anticipated in the 2030 General Plan build-out scenario for this area. The development of the site is anticipated in City growth forecasts as it was designated Residential Medium in the 2030 General Plan. The City is initiating a zone change to for an approximate 1.44-acre portion of the 12-acre site from Community Reserve (CR) to Garden Apartment Planned Development (R3-PD) to bring the site in compliance with the 2030 General Plan.

Water demand estimates associated with the proposed project are identified above, in Section IX, *Hydrology and Water Quality* and identified that sufficient water supplies are available to meet demands associated with the proposed project.

According to the City of, 2030 General Plan Program EIR, the Oxnard Wastewater Treatment Plant (OWTP), which serves the proposed project area, has a current capacity of 31.7 million gallons per day (mgd) with average daily flows of approximately 24.0 mgd, and anticipated expansion to 39.7 mgd by 2020 (City of Oxnard, 2011). The City's Utilities Division has calculated wastewater demand based upon existing and planned growth within the City with consideration to the City's 2030 General Plan and projected City growth. The City's utility rate structure(s) has been established to offset impacts and capital facility needs. The proposed project was anticipated in the 2030 General Plan and PEIR and impacts and facility needs have been addressed. Therefore, implementation of the proposed project will not require construction of new water or wastewater treatment facilities, or expansion of existing facilities.

In addition, the proposed project will be required to comply with measures to treat stormwater runoff by implementing Best Management Practices (BMPs) in accordance with National Pollutant Discharge Elimination System (NPDES) requirements. **Therefore, less than significant impacts are anticipated.**

f, g) Standard conditions of approval require compliance with the City's recycling programs, which require solid waste recycling and disposal plans and reporting during construction and operation of the facility. **Therefore, impacts related to solid waste will be less than significant.**

Mitigation: Based on the discussion provided above, no significant impacts to utilities will occur as a result of the proposed project; therefore no mitigation measures are required or proposed.

Cumulative Impact: The cumulative project area is defined as the entire City of Oxnard at its planned 2030 buildout which includes the proposed project. Utilities and services were analyzed by the 2030 General Plan PEIR and found not to be significant after implementation of uniformly applied development policies and regulations. As discussed above, the proposed project's impacts will be less than significant; therefore, the project will not make a considerable contribution to cumulative impacts. The 2030 General Plan PEIR is incorporated by reference, specifically Chapter 4.3, Draft PEIR, February 2009, page 4-25.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —**

- a) Does the Project have the potential to substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or

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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?

☐ ☒ ☐ ☐

a) As discussed in Section IV, *Biological Resources*, no sensitive plant species, sensitive plant communities, suitable habitat for any sensitive wildlife, or jurisdictional drainages or wetlands were located on the project site. There will be a **less than significant impact** related to biological resources.

As discussed in Section V, *Cultural Resources*, subsurface investigation found no archaeological or paleontological resources on site. The project will also be required to comply with standard procedures for assessment and preservation of subsurface resources compliant with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98, which regulate disturbance and disposition of cultural resources and human remains, as well as with the Ventura County Cultural Heritage Board to confirm existing remnants of the former drive-in theater are not of historical importance. Compliance with these regulations, which detail the appropriate actions necessary in the event human remains are encountered, will reduce impacts to these cultural resources to a **less than significant** level.

b) The proposed project is consistent with the 2030 General Plan. Most of the surrounding properties are currently developed, and it is therefore expected that project implementation will result in **less than significant** cumulative impacts.

c) As analyzed in this Initial Study, the proposed project will not result in any significant environment impacts **with implementation of the mitigation measures** provided herein. The project's impacts in this area are therefore **less than significant**.

## **MITIGATION MONITORING AND REPORTING PROGRAM**

This document is the Mitigation Monitoring and Reporting Program (MMRP) for the Oxnard Gateway Station, proposed in the City of Oxnard, California. Public Resources Code Section 21081.6(a)(1) requires that a Lead Agency adopt an MMRP before approving a project in order to mitigate or avoid significant impacts that have been identified in Mitigated Negative Declaration (IS-MND). The purpose of the MMRP is to ensure that the required mitigation measures identified in the IS-MND are implemented as part of the overall project implementation. In addition to ensuring implementation of mitigation measures, the MMRP provides feedback to agency staff and decision-makers during project implementation, and identifies the need for enforcement action before irreversible environmental damage occurs.

The following table summarizes the mitigation measures for each issue area identified in the IS-MND. The table identifies each mitigation measure; the action required for the measure to be implemented; the time at which the monitoring is to occur; the monitoring frequency; and the agency or party responsible for ensuring that the monitoring is performed. In addition, the table includes columns for compliance verification. Where an impact was identified to be less than significant, no mitigation measures were required.

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
AIR QUALITY							
<b>AQ-1</b> All construction equipment shall be maintained and tuned to meet applicable California Environmental Protection Agency (Cal/EPA) and the California Air Resources Board (CARB) emissions requirements. At such time as new emission control devices or operational modifications are found to be effective, such devices or operational modifications shall be required on all construction equipment operating pursuant to City permits.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout construction.	City of Oxnard Development Services Department			
<b>AQ-2</b> The following dust suppression measures shall be incorporated into each project: a. Watering all excavated material to prevent wind erosion while it is on-site or being moved; b. Periodic watering of construction sites or use of APCD approved dust suppression compounds that bind with the surface layers of soil and prevent soil particles from being eroded; c. Controlling the number and activity of vehicles on site at any given time; d. Seeding areas to be left inactive for a long enough period to secure the soil, limiting the area excavated at any given time; e. Limiting on-site vehicle traffic to 15 miles per hour; and f. Sweeping streets adjacent to the construction site to remove dust caused by the construction activities.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing through construction.	City of Oxnard Development Services Department			
<b>AQ-3</b> All clearing, grading, earth moving,	The City shall verify that	Prior to issuance of	Ongoing	City of Oxnard			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
or excavation activities shall cease during periods of high winds (i.e., greater than 15 miles per hour averaged over one hour) to prevent excessive amounts of fugitive dust.	requirements are included on all grading plans.	grading permits	throughout grading and excavation.	Development Services Department			
<b>AQ-4</b> All trucks hauling excavated or graded material off-site shall comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), (e)(2) and (e)(4) as amended, regarding the prevention of such material spilling onto public streets and roads.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout grading and excavation.	City of Oxnard Development Services Department			
<b>AQ-5</b> Prior to issuance of a grading permit, the applicant and/or contractors shall contact the VCAPCD for more specific guidelines as applicable to the project construction activities, and provide the Planning Manager, or designee, with a memorandum as to the date, contact person, and applicable provisions of Rule 55, which may include (but are not limited to) the following provisions: 1) visible dust from an applicable source is prohibited or limited, 2) Measures must be taken to reduce or prevent track-out onto paved public roadways, 3) track-out must be removed from roadways, 4) visible dust exceeding 100 feet in length from earth-moving equipment is prohibited, 5) outbound trucks with soil must either be tarped or a 6-inch freeboard below the truck rim, or be wetted to minimize loss of material due to wind or spillage.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout construction.	City of Oxnard Development Services Department			
<b>AQ-6</b> Signs displaying the APCD Complaint Line Telephone number for public complaints shall be posted in a prominent location visible off-site.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout construction.	City of Oxnard Development Services Department			
<b>AQ-7</b> Prior to issuance of demolition permits for any structure on the site, Developer shall provide evidence of notifying the Air Pollution Control District of such	The City shall verify that requirements are included on all grading plans.	Prior to issuance of demolition permits	Once before issuance of demolition permits.	City of Oxnard Development Services Department			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
demolition. Demolition and/or renovation activities shall be conducted in compliance with APDC regularities regarding Asbestos (Rule 63.7).							
<b>BIOLOGICAL RESOURCES</b>							
<b>BIO-1</b> A Tree Protection Plan shall be implemented that incorporates the measures and recommendations outlined in the Tree Assessment prepared by Bill Spiewak, Registered Consulting Arborist, dated January 25, 2016.	City shall review and approve the Tree Protection Plan.	Prior to issuance of a grading permit	Once for plan review; ongoing monitoring of compliance during project grading and construction	City of Oxnard Development Services Department			
<b>BIO-2</b> Nesting Bird and Raptor Survey. To avoid indirect construction impacts to nesting birds and raptors, consistent with Oxnard General Plan (Environmental Resource Policies 3.2 and ER 4.1) and the CFG Code and MTBA, vegetation removal and initial ground disturbance must occur outside the bird and raptor breeding season, which is typically February 1 through August 31 (as early as January 1 for some raptors). If construction and ground disturbance must begin within this breeding season, then not more than one week before ground disturbance and/or vegetation removal commences, a nesting bird and raptor pre-construction survey must be conducted by a City-approved biologist (biologist) within the disturbance footprint plus a 300-foot buffer, as feasible. If the project is phased, a subsequent pre-construction nesting bird and raptor survey is required before each phase of construction within the project site and suitable habitat within 300 feet. If no raptor or other bird nests are observed no further mitigation is required.	The City shall review a report on the nesting bird and raptor survey. If active raptor or protected bird nests are found, a buffer shall be established.	Prior to issuance of grading or building permit (whichever is first)	Once before start of construction.	City of Oxnard Development Services Department			

OXNARD GATEWAY STATION PROJECT

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
CULTURAL RESOURCES							
CR-1 Developer shall consult with staff of the Ventura County Cultural Heritage Board to document former drive-in theatre structures which are dilapidated and located on site. City review and approval of resource documentation is required prior to issuance of a grading permit.	City shall review and approve documentation.	Prior to issuance of grading or building permit (whichever is first)	Once before start of construction.	City of Oxnard Development Services Department			
CR-2 Developer shall contract with a qualified archaeologist to conduct a Phase I cultural resources survey of the project site prior to issuance of any grading permits. The survey shall include: (1) an archaeological and historical records search through the California Historical Resources Information System at CalState Fullerton; and (2) a field inspection of the project site. Upon completion, the Phase I survey report shall be submitted to the Planning Division for compliance verification. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to initiation of the Phase I activities.  The contract shall include provisions in case any cultural resources are discovered onsite. In the event that any historic or prehistoric cultural resources are discovered, work in the vicinity of the find shall be halted immediately. The archaeologist shall evaluate the discovery and determine the necessary mitigations for successful compliance with all applicable regulations. Developer or its successor in interest shall be responsible for paying all salaries, fees and the cost of any future mitigation resulting from the survey.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout construction.	City of Oxnard Development Services Department			

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<b>CR-3</b> Developer shall contract with a Native American monitor to be present during all subsurface grading, trenching or construction activities on the project site. The monitor shall provide a weekly reports to the Planning Division summarizing the activities during the reporting period. A copy of the contract for these services shall be submitted to the Planning Division Manager for review and approval prior to issuance of any grading permits. The monitoring report(s) shall be provided to the Planning Division prior to approval of final building permit signature.	The City shall verify that requirements are included on all grading plans.	Prior to issuance of grading permits	Ongoing throughout construction.	City of Oxnard Development Services Department			
<b>HYDROLOGY AND WATER QUALITY</b>							
<b>HYD-1</b> Applicant shall comply with the City's water neutrality and water conservation polies. This shall be accomplished through a Water Neutrality Plan to be reviewed and approved by the City prior to issuance of any building permit. The Water Neutrality Plan shall contain any combination of the following measures, or other measures suggested by the Applicant, that are quantifiable, permanent offsets of existing potable water use elsewhere in the City: <ul style="list-style-type: none"> <li>a. Should any exist, transfer of existing FCGMA groundwater allocations to the City.</li> <li>b. Contribute to expansion of the City's water conservation program, such as but not limited to offsets available through programs such as toilet exchange and showerhead replacements.</li> <li>c. Provide to the City financial contributions towards City programs</li> </ul>	The Utilities Director, in cooperation with the Development Services Director, shall review and approve the Water Neutrality Plan.	Prior to issuance of a building permit	Once prior to issuance of a building permit	Utilities Director and City of Oxnard Development Services Department			

OXNARD GATEWAY STATION PROJECT

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
<p>which generate in-City water conservation or recycled water capacity or conveyance not otherwise required by another State or local water conservation program</p> <p>d. Participate in other similar programs with cumulatively result in an adequate water supply contribution.</p> <p>e. Provide to the City water supplies equal to the shortage amount.</p>							
<b>NOISE</b>							
<p><b>N-1</b> The recommendations set forth in the Noise Study prepared by Rincon Consultants (October 2015, as amended March 2016) shall be incorporated into project design in order to ensure that interior noise attenuation standards are achieved. Noise reduction measures that can be incorporated into site design and construction details, include (but are not limited to):</p> <ul style="list-style-type: none"> <li>• Installation of windows and exterior doors that have a minimum STC rating of 30 STC or higher.</li> <li>• Installation of solid core exterior doors installed with weather stripping.</li> <li>• Installation of exterior wall assemblies with an STC rating of 45 or higher.</li> <li>• Installation of and equip all structures (recreation included) with forced-air mechanical ventilation, as required by the California Building Code, to adequately ventilate the interior space of the units when windows are</li> </ul>	The City shall review building plans to ensure that design requirements are included.	Prior to issuance of building permit	Once prior to issuance of building permit	City of Oxnard Development Services Department			

OXNARD GATEWAY STATION PROJECT

Mitigation Measure/Condition of Approval	Action Required	When Monitoring to Occur	Monitoring Frequency	Responsible Agency or Party	Compliance Verification		
					Initial	Date	Comments
closed to control noise.							
<b>N -2</b> During all excavation and grading on site, the project contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.	The City shall verify that information is included on all grading and building plans and monitoring activities in the field.	During excavation and grading.	Ongoing throughout excavation and grading	City of Oxnard Development Services Department			
<b>N -3</b> Construction times shall be limited to 7 a.m. to 7 p.m. daily or in accordance with City Ordinances restricting construction times at the time of construction, whichever is more restrictive.	The City shall verify that construction times are included on all grading and building plans.	During all construction activities.	Ongoing throughout construction	City of Oxnard Development Services Department			
<b>TRANSPORTATION AND TRAFFIC</b>							
<b>T-1</b> A protected pedestrian crossing must be provided at the Oxnard Boulevard/Project Driveway intersection for pedestrians to cross South Oxnard Boulevard. Said pedestrian crossing shall be designed to the satisfaction of the City Traffic Engineer and shall be installed prior to first project occupancy.	The City shall review and approve design of protected pedestrian crossing.	Prior to issuance of a Certificate of Occupancy.	Once prior to issuance of Certificate of Occupancy.	City of Oxnard Development Services Department			

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## **ATTACHMENTS**

- A CalEEMod Emissions Estimates
- B Tree Assessment, Appraisal, and Protection Plan
- C Phase I Environmental Site Assessment
- D Preliminary Stormwater Report
- E Noise Study
- F Traffic and Circulation Study
- G Geotechnical Engineering Report
- H Railroad Risk Assessment
- I Residential Development School Fee Justification Study
- J School Facilities Needs Analysis