

## CITY OF OXNARD

### INITIAL STUDY ENVIRONMENTAL CHECKLIST FORM

**1. PROJECT TITLE:**

Avalon Homes Subdivision - Tract No 5888; Planning and Zoning (PZ) No. 16-400-02 (Coastal Development Permit); PZ No. 16-300-03 (Tentative Subdivision Map); and Environmental Impact Report No. 2016-01.

**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:**

Kathleen Mallory, MA, AICP, LEED Green Associate, Project Planner  
(805) 512-9800  
Kathleen.Mallory@oxnard.org

**4. PROJECT LOCATION:**

The project is located at the Southeast corner of South Harbor Boulevard and West Fifth Street, north of existing Oxnard Dunes subdivision (APNs 196-0-010-275, 225, and 235). The project is located in the Oxnard Dunes Neighborhood in the Southwest Community of the City of Oxnard. Figure 1 provides the regional location and Figure 2 provides an aerial view of the property and surrounding vicinity.

**5. PROJECT APPLICANT'S/SPONSOR'S NAME AND ADDRESS:**

Oxnard Dunes, LLC  
Mike Marlow  
1015 S. Harbor Bl.  
Oxnard, CA 93035  
Phone: (805) 985-1557

**6. 2030 GENERAL PLAN DESIGNATION:**

The project site has a General Plan land use designation of Coastal Zone REX (Residential-Existing), and Resource Protection (RP).



**7. ZONING:**

The project site is zoned Coastal Low-Density Multiple Family (R-2-C), and Coastal Resource Protection (RP).

**8. PROJECT DESCRIPTION:**

The Avalon Homes Subdivision (project) proposes the construction of a maximum of 65 residential dwelling units on 8.75 acres of a 38.33 acre property (Figure 3). The property would be subdivided into 17 residential lots and five lots intended for Resource Protection, drainage improvements, a community recreation area, and private street. Table 1 below identifies the proposed lots, their sizes, and proposed uses.

**Table 1  
Project Development Types and Acreage**

Lot No.	Development Type	Units	Acres
1 through 15	Residential - Single Family or Duplex	15 single family, or maximum 30 if all duplex	2.62
16 and 17	Residential - Cluster Single Family	35	3.39
A	Resource Protection (No Development Proposed)	---	27.67
B	Resource Protection (No Development Proposed)	---	1.91
C	Drainage Basin	---	0.15
D	Entry / Vegetated Bio Swale	---	0.16
E	Private Community/Recreation Area	---	0.19
F	Private Street	---	2.24
<b>Total</b>		<b>Maximum 65</b>	<b>38.33</b>

The project site is within the Coastal Zone. The lots proposed for residential development are designated REX (Residential-Existing) in the City of Oxnard 2030 General Plan (City of Oxnard 2011: Figure 3-1) and Coastal Land Use Plan (City of Oxnard 2002: Map No. 18). This proposed development area is zoned R-2-C (Coastal Low-Density Multiple Family). The proposed open space lots (27.67 acres and 1.91 acres) are designated RP (Resource Protection) in the General Plan and Coastal Land Use Plan, and are zoned RP (Coastal Resource Protection).

The proposed residential development would occur in two components: a cluster development of single-family condominiums in the southeastern portion of the site, and a row of single family lots, some of which may be developed as duplexes, on the north. Thus, the number of dwellings within this component may range from 15 (all single family) to 30 (all duplexes). The proposed residential development areas are shown in Figure 4. These areas, along with other components of the proposed project are described in the following paragraphs.

Clustered Single-Family Condominiums. The proposed 35 clustered single family residences would be located on lots 16 and 17 (total 3.39 acres) in the southeast portion of the project site on both sides of the private street. Units would range in size from 1,500 to 2,800 square feet. This portion of the project would also include a community lot and a lot to be used for drainage mitigation (Lots E and C in Figure 3). The proposed private street connection at the existing



stub-out of Canal Street would be gated, and would be used for egress only – access into the project at this location would be for emergency vehicles only. This segment of the private street would have a 36-foot curb-to-curb width, with travel lanes of 10 feet and parking areas of 8 feet on both sides of the street. Five foot wide sidewalks would also be provided on both sides of the street. Street trees would be located along the adjacent lots, and would be maintained by a Homeowners Association.

A six foot high masonry wall would extend along the rear yards of the lot west of the private street (Lot 16), separating the project from the existing residences to the west along Catamaran Street. The minimum rear yard depth in this portion of the project would be 25 feet, and most of the proposed dwellings would have rear yards in excess of 30 feet.

Duplex Residential Lots. Up to 30 residences in single family or duplex structures would be located on Lots 1 through 15 (total of 2.62 acres) along the south side of the private street through the project, extending from the northern end of the proposed condominium lots, westward to tie into Dunes Street at the northwest corner of the proposed development. Residences in this portion of the project would generally range in size from 3,000 to 4,500 square feet. The private street would continue the 10-foot wide travel lanes and 8-foot parking areas from the eastern portion of the project, and would have a 5-foot wide sidewalk on its south side adjacent to the new residences. The north side of the private street would have a split rail fence along the boundary of the open space to the north. Street trees and landscaping would be provided along both sides of the street, with maintenance by the Homeowners Association. A landscaped entry lot would be located at the southeast corner of Dunes Street and the private street of the project, which would also provide a bioswale for drainage control (Lot D in Figure 3). This gated entry at this location would provide both ingress and egress for the project.

A six foot high masonry wall would extend along the rear yards of the proposed residences. The minimum rear yard depth separating the proposed structures from the wall and existing residences to the south would be just over 30 feet.

A project alternative, which will be considered in the EIR, includes designing all or part of these lots as detached single-family residences, which would reduce the number of dwellings in this part of the project from 30 to as low as 15.

Resource Protection Areas. The project includes two open space lots, where no development would occur. These are Lots A and B in Figure 3 (27.67 acres and 1.91 acres) located north of the proposed residential development.

Other Project Characteristics. Grading is expected to be balanced onsite. Grading and site development is planned to start in the summer of 2017 and should take approximately six months. After the completion of final residential designs, construction is expected to begin in the fall of 2017, and to last for approximately nine months. Based on this schedule, the project would be completed between the spring and fall of 2018.

The project would also include formation of a Homeowners Association, which would have responsibility for maintaining the landscaping in common areas.

Approval of the Coastal Development Permit (CDP) would allow the residential plotting of the future homes, with potentially three product types envisioned in two areas:

- 15 lots for either single family residences or duplex residences. The number of residences range from 15 to 30.
- 35 clustered single family condominium homes on two lots.

**9. SURROUNDING LAND USES AND SETTING:**

The project site is located east of South Harbor Boulevard between West Wooley Road and West 5<sup>th</sup> Street. Entrance to the project would be provided off of Dune Street to the west and Canal Street to the south. The project site is bordered by the following uses:

North: Undeveloped open space zoned for resource protection (RP), Coastal Visitor-Serving Commercial (CVC), and Single-Family Beach (RB1). The North Shore Subdivision planned on the RB1 property is presently in plan check.

East: Undeveloped open space zoned for Community Reserve (CR) with the existing Edison Canal oriented north to south and agricultural operations further to the east in the County.

South: Existing Single family residences in the Oxnard Dunes neighborhood on property zoned for Coastal Low-Density Multiple Family (R2C).

West: Existing Single family beach residences (RB1).

Adjacent land uses include the single family residences within the communities of Oxnard Shores and Oxnard Dunes to the west and south, respectively; undeveloped open space zoned for resource protection and Community Reserve to the north and east and the Edison Canal and agricultural operations to the east as well (see Figure 2 for project location). The project site is currently vacant and is situated on relatively flat and vegetated sand dunes with established low laying trees along the northern portion of the site.

**10. REQUIRED ENTITLEMENTS:**

The proposed development requires approval of a Tentative Subdivision Map for Tract No. 5888 (PZ No. 16-300-03) and a Coastal Development Permit (PZ 16-400-02).

**11. CUMULATIVE PROJECTS:**

The projects listed below are currently in development or are considered reasonably foreseeable development in the project vicinity.

<b>Project/Case No.</b>	<b>Description and Status</b>
Anacapa Townhomes PZ 13-420-02	70 Condominiums in 5 buildings on a 3.5 acre property located at 5001 West Wooley Street. Approved, not built.
5540 West 5 <sup>th</sup> Street PZ 14-550-01	Modification of existing condition of approval to allow for the development of two mobile home sites located at 5540 West 5 <sup>th</sup> Street. Currently under construction.



<b>Project/Case No.</b>	<b>Description and Status</b>
North Shore Subdivision PZ 05-300-04 and 08	183 single-family homes and 109 detached condominiums located at the northeast corner of West 5 <sup>th</sup> Street and South Harbor Boulevard. Approved, not built.
Marina Condominiums Seabridge PZ 05-140-10	42 attached condominiums located at Tradewinds and Seabridge Drive. Approved, not built.
Channel Island Harbor Fisherman's Warf County of Ventura	Mixed use development that would replace existing commercial development on the 11.4 acre site with a mixed residential/commercial development with an estimated 200 rental apartments, and 25,000 square feet of commercial retail. Currently under environmental review
Channel Island Harbor Resort County of Ventura	Replacement of the existing 176 room Casa Sirena hotel with a new 205 room hotel, a 5,400 square foot restaurant, and 215 parking stalls. Currently under environmental review

These developments, along with the proposed project, could result in cumulative impacts related to traffic or other impacts. Further, projected growth within the region may result in cumulative impacts to air quality and other regional scale environmental resources. Cumulative impacts require further analysis in the Environmental Impact Report (EIR) to determine whether or not they would be cumulatively significant, and whether or not the project's contribution towards cumulative impacts would be considerable.

## **12. CITY OF OXNARD 2030 GENERAL PLAN AND COASTAL LAND USE PLAN:**

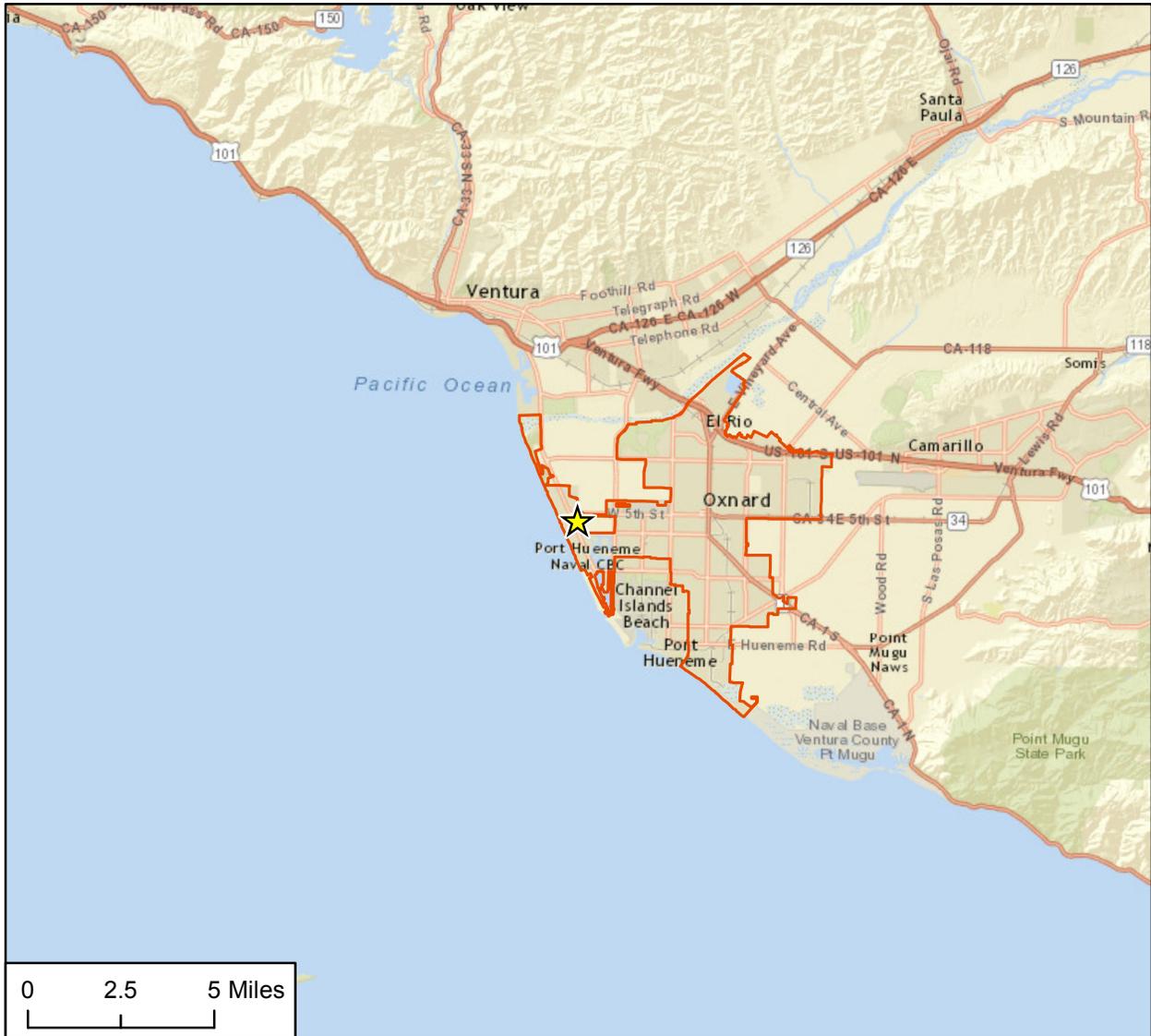
The proposed project is generally consistent with the 2030 General Plan land use designations and zoning districts applied to the property. The northern portion of the project site extends into the Resource Protection land use designation, which includes Environmental Sensitive Habitat Areas (ESHA) associated with the Oxnard Dunes and riparian vegetation (see Figure 5, which shows Sensitive Habitat Areas from Map 7 in the Coastal Land Use Plan). The project includes these habitat areas in two lots (Lots A and B) intended for Resource Protection areas with no proposed development. The Coastal Land Use Plan also calls for a 100 foot buffer to be provided adjacent to all Resource Protection areas. This can be reduced to 50 feet only if the applicant can demonstrate that the large buffer is unnecessary to protect the resources of the habitat (Local Coastal Policy 6.d.). The proposed residential development is in an area designated REX - Existing Residential Development. The proposed design would provide some buffer adjacent to the Resource Protection areas through a narrow landscaped strip and the single-loaded private street proposed along the northern development boundary. More detailed analysis will be performed as part of the EIR to determine if there are any encroachments by the project into the Resource Protection land use category, and to identify any impacts and mitigation related to the project design. The EIR will discuss the issue, but the final determination of consistency with the Coastal Land Use Plan will be made by the decision-makers for the project.



**13. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:**

The City of Oxnard Local Coastal Program (LCP) was certified by the California Coastal Commission effective in 1985. As such, the authority to approve Coastal Development Permits for the project rests with the City of Oxnard, and the environmental effects of the coastal permit approvals will be considered in the EIR along with the proposed Tentative Tract Map. Approval by the City, however, is appealable to the California Coastal Commission.





Imagery provided by ESRI and its licensors © 2016.

-  Oxnard City Limits
  -  Project Location
- N



Regional Location

Figure 1  
City of Oxnard



Imagery provided by Google and its licensors © 2016.

Project Location

Figure 2

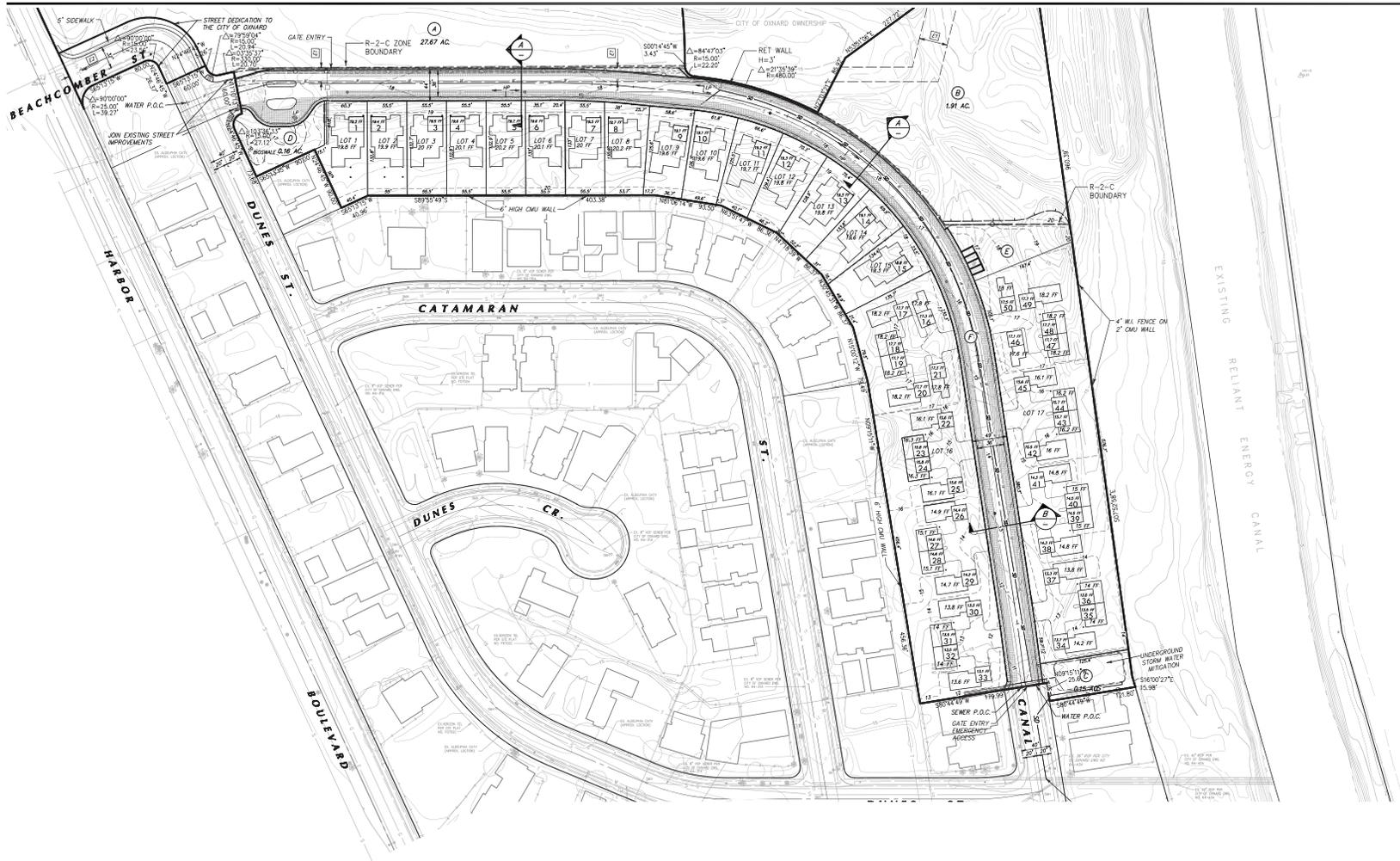
City of Oxnard



Source: Jensen Design & Survey, Inc.  
Oxnard Shores North Tentative Tract  
No. 5888, Feb 8, 2016

Overall Project Site Plan

Figure 3



Source: Jensen Design & Survey, Inc., Oxnard Shores North, Tentative Tract No. 5888, February 8, 2016.

Proposed Residential Development Site Plan

Figure 4  
City of Oxnard



Legend

-  Project Location
-  Sensitive Habitats
-  Coastal Zone Boundary Line
-  Urban/Rural Boundary Line

Sensitive Habitat Areas Within  
Coastal Zone

Source: Oxnard Coastal Land Use  
Plan, Maps 6 and 7

Figure 5

City or county

## ENVIRONMENTAL FACTORS AFFECTED

The environmental factors checked below would be potentially affected by the Projects, involving at least one impact that is “Potentially Significant” or “Potentially Significant Unless Mitigation Incorporated” as indicated by the checklist on the following pages.

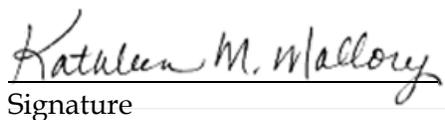
- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forest Resources         | <input checked="" type="checkbox"/> Air Quality                        |
| <input checked="" type="checkbox"/> Biological Resources     | <input checked="" type="checkbox"/> Cultural Resources            | <input checked="" type="checkbox"/> Geology/Soils                      |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input checked="" type="checkbox"/> Hydrology/Water Quality            |
| <input checked="" 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 checked="" type="checkbox"/> Utilities/Service Systems     | <input checked="" type="checkbox"/> Mandatory Findings of Significance |



## DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed Projects COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed Projects could have a significant effect on the environment, there will not be a significant effect in this case because new construction is subject to uniformly applied development and design review standards and revisions (mitigations) in the Projects have been made by or agreed to by the Project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed Projects MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed Projects 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 Projects could have a significant effect on the environment, because all potential 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 Projects, nothing further is required.

  
Signature

May 27, 2016  
Date



## ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>I. <u>AESTHETICS</u> – Would the Projects:</b>				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, c, d) The project is located in an existing residential area within the City of Oxnard. The entire site is currently undeveloped with existing single family residences immediately to the south and west. To the north of the project site is undeveloped land and to the east of the site is the Edison Canal with agricultural operations to the east of the canal. The site currently consists of relatively flat vegetated sand dunes with low laying tree vegetation along the northern portion of the site (see Figure 6, Site Photographs). Development of the project would potentially result in significant impacts to the existing visual character or quality of the site. Additionally, implementation of the project would potentially impact views of identified scenic resources from view location such as Harbor Boulevard. Development of the project site would also involve the addition of new sources of light and glare associated with single family residences and a residential street. **Therefore, impacts to scenic vistas, the existing visual character or quality of the site, and from new sources of light or glare would be potentially significant and require further analysis in an EIR.**

b) The nearest state scenic highway to the project site is State Route (SR) 1, which is currently an eligible state scenic highway, but is not officially designated within Ventura County (Caltrans, 2013). SR 1 is located approximately 3.5 miles to the east of the project site. Further, there is substantial existing residential and commercial development between the project site and SR 1. The project would require the removal of trees and vegetation along the northern portion of the project site. However, these scenic resources would not be visible from SR 1 or any other state scenic highway. Therefore, implementation of the project site would not substantially degrade any scenic resources within a state scenic highway. **Impacts related to scenic highways would be less than significant and further analysis of this issue in an EIR is not warranted.**

Figure 6. Site Photographs



**Photograph 1: Looking southeast through the project site from Dunes Street at the northwest corner of the project site.**



**Photograph 2: Looking northwest through the project site from the terminus of Canal Street at the southeast corner of the project site.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<p><b>II. <u>AGRICULTURE AND FOREST RESOURCES</u></b> -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the Projects:</p>				
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"/>
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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a, b, e) Review of the Farmland Mapping and Monitoring Program (FMMP) maps prepared by the California Department of Conservation confirmed that the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance by the FMMP (California Department of Conservation, 2014) and would not convert any farmland to non-agricultural use. There is agricultural land located approximately 300 feet to the east of the project that is designated as Farmland of Statewide Importance and Prime Farmland. However, this farmland is separated from the project site by the Edison Canal. Further, the project is an extension of existing residential development. Therefore, the project would not represent a change in the existing environment that would lead to the conversion of any farmland to non-agricultural use.

The project site is not enrolled in a Williamson Act contract and is not zoned for agricultural production by Ventura County or the City of Oxnard. Therefore, the project would not conflict with any zoning for agricultural use or Williamson Act contracts. **No impacts to farmland or land zoned for agricultural use would occur, and no further analysis of this issue in an EIR is warranted.**

c, d) Neither the project site nor adjacent areas contain forest resources or are used for timber production (Ventura County, 2016). Therefore, the proposed project would not damage or result in the loss of forestry, and it would not conflict with any zoning designations designed to preserve timber resources. **No impacts to forestry or timber resources would occur, and no further analysis of this issue in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>III. AIR QUALITY -- Would the Projects:</b>				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**III. AIR QUALITY --** Would the Projects:

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)?

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| d) Expose sensitive receptors to substantial pollutant concentrations?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| e) Create objectionable odors affecting a substantial number of people? | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a-e) Implementation of the project would involve both short term construction-related emissions and long-term operational emissions associated with increases in average daily trips (ADT) and vehicle miles traveled (VMT). Existing single family residences immediately to the west and south of the project site would be susceptible sensitive receptors and would be potentially exposed to substantial pollutant concentrations as well as objectionable odors. Emissions from the project construction and operation would potentially conflict with or obstruct implementation of state and local air quality plans, and would potentially violate Ventura County Air Pollution Control District (VCAPCD) standards. Further, implementation of the project could potentially lead to a cumulatively considerable increase in of a criteria pollutant. **Impacts to air quality from implementation of the project would be potentially significant and will be studied further in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**IV. BIOLOGICAL RESOURCES --**

Would the Projects:

- |  |                                     |                          |                          |                          |
|--|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IV. <u>BIOLOGICAL RESOURCES</u> --</b>				
Would the Projects:				
California Department of Fish and Game or U.S. Fish and Wildlife Service?				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) Implementation of the proposed project would involve the development adjacent to a sensitive habitat area as mapped by the City of Oxnard Coastal Land Use Plan (City of Oxnard 1982, Map 7; see Figure 5 of this Initial Study). The sensitive habitat is a portion of the Northern Dunes area. No development is proposed within the mapped sensitive habitat area, but the project would encroach into willow scrubland, which forms the southerly boundary of the dunes area. Additionally, the project is located approximately 150 feet from the Edison Canal and 2 miles south of the Santa Clara River Mouth. **Impacts to sensitive species and habitats would be potentially significant and require further analysis in an EIR.**

e) The project site is located on sand dunes and is part of the larger Northern Dunes Area identified in the Coastal Land Use Plan (City of Oxnard 2002: Map 3, Area 6). The project would include preservation of most of this area consistent with the Coastal Land Use Plan designation and zoning of RP (Resource Protection). Land that would be developed as a result of project implementation is designated REX (Existing Residential) and is zoned R-2-C for Coastal Low Density Residential. While generally consistent with the pattern of land use designation and zoning, the proposed development area would occur on vegetation associations that are considered sensitive resources (willow riparian and dune scrub). The Coastal Land Use Plan (in

Policy 6.d also states that a buffer of 100 feet in width shall be provided adjacent to all resource protection areas, and that the buffer may be reduced to a minimum of 50 feet only if it is demonstrated that a larger buffer is unnecessary to protect the resources of the habitat area. A 100 foot buffer has not been provided in all applicable locations. **Therefore, impacts associated with local policies or ordinances protecting biological resources would be potentially significant and require further analysis in an EIR.**

f) **Implementation of the proposed project would potentially conflict with an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other such plan. Impacts would be potentially significant and require further analysis in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>V. <u>CULTURAL RESOURCES</u> -- Would the Projects:</b>				
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource as defined in §15064.5?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) Implementation of the project would involve grading and land disturbing activities within a currently undeveloped site. As such, impacts to any currently undiscovered archaeological resource, paleontological resources, or unique geologic feature would be potentially significant. Additionally, impacts to the disturbance of human remains would be potentially significant. **Therefore, impacts to cultural resources would be potentially significant and require further analysis in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY AND SOILS</u> – Would the Projects:</b>				
a) Expose people or structures to potential				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VI. <u>GEOLOGY AND SOILS</u> – Would the Projects:</b>				
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? Refer to the Division of Mines and Geology Special Publication 42.	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable as a result of the Projects, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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"/>

a.i) through a.iii) and c through d) The project site is located in a seismically active area along California’s South Central Coast. As a result, hazards associated with seismic activity are considered to be potentially significant and require further analysis in an EIR. **Potential impacts of soil loss and erosion as well as seismic and soil related hazards would be potentially significant and would require further analysis in an EIR.**

a.iv) The project site is generally flat and there are no significant slopes in proximity to the project site. Therefore, implementation of the project would not expose people or structures to

adverse effects associated with landslides. **Impacts associated with landslides would be less than significant and no further analysis of this issue in an EIR is warranted.**

e) The residential units in the proposed project would be connected to the public sewer system provided by the City of Oxnard. No septic tanks or alternative wastewater disposal systems are proposed as part of the project. **Therefore no impact would occur, and no further analysis of this issue in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**VII. GREENHOUSE GAS EMISSIONS -**

Would the Projects:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b) Implementation of the project would result in both short term construction-related Greenhouse Gas (GHG) emissions and long term operational GHG emissions. Long term emissions would be associated with an increase in the number of ADT and VMT, as well as natural gas combustion, electricity use, water demand, and solid waste generation. **Impacts associated with GHG emissions would be potentially significant and warrant further analysis in the EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**VIII. HAZARDS AND HAZARDOUS**

**MATERIALS** - Would the Projects:

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"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>VIII. HAZARDS AND HAZARDOUS MATERIALS</b> - Would the Projects:				
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, would it create a significant hazard to the public or the environment?	<input checked="" type="checkbox"/>	<input 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, would the Project result in a safety hazard for people residing or working in the Project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>

a, b) The proposed projects would involve the construction and operation of single-family residences and residential condominiums, as described in the *Project Description*. Potentially hazardous materials such as fuels, lubricants, and solvents would be used during construction on the proposed project site. The transport, use, and storage of hazardous materials during the construction of the projects would 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.

Operation of the residences would not involve the routine transport, use or disposal of hazardous substances, other than minor amounts typically used for routine residential

maintenance and housekeeping. Further, operation of the single family residences would not create a significant hazard to the public or the environment through the release of hazardous materials into the environment **Therefore, impacts from the proposed project would be less than significant and no further analysis in an EIR is warranted.**

c) Residences located immediately south and west of the project site are the nearest sensitive land uses. No schools are located within 0.25 mile of the project site. Large quantities of hazardous materials would not be used on-site and the residences would not emit toxic air contaminants. **Therefore, impacts associated with hazardous emissions in proximity to a school would be less than significant and not require further analysis in an EIR.**

d) The project site is currently undeveloped, however, there is potential for contaminated soils and groundwater to occur on site. **Therefore, impacts associated with contamination of the project site would be potentially significant and warrant further analysis in an EIR.**

e, f) The project is located within one mile of the Oxnard Airport and within the Airport Land Use Plan area (Ventura County Airport Land Use Commission, 2000). **Impacts associated with the project proximity to the Oxnard Airport would be potentially significant and warrant further analysis in an EIR.**

g) The proposed development is within a developed area already designed with roadways to accommodate access for emergency and other service vehicles. The proposed projects would not substantially change existing conditions with regard to transportation routes or evacuation plans. Construction activities may temporarily restrict vehicular traffic along Dune Street or Canal Street; thus, the contractor would 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 4), the project would have two access points, one on Dune Street and one on Canal Street. As described in the Project Description, the Canal Street access would be egress only from the site but would allow access to emergency vehicles. The project would be required to comply with City's development standards related to site access. **Therefore, the projects potential to impact emergency response and evacuation routes would be less than significant and no further analysis in an EIR is warranted.**

h) The project site is located within the urban area of the City of Oxnard and is not located within a Very High Fire Hazard Severity Zone (VHFHSZ) as designated by the California Department of Forestry and Fire Protection (CalFire, 2010). The project site is adjacent to existing residential development and has adequate access. Additionally, the project plans would be subject to review and approval by the City of Oxnard Fire Chief to ensure adherence to all applicable fire codes and regulations under Chapter 14 of the City of Oxnard Code of Ordinances. Adjacent land uses include residences and undeveloped sand dune lands, which are not potentially dangerous fire hazards. **Therefore, impacts associated with wildland fires would be less than significant and further analysis in an EIR is not warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>IX. <u>HYDROLOGY AND WATER QUALITY</u></b>				
– Would the Projects:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input checked="" type="checkbox"/>	<input 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 would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**IX. HYDROLOGY AND WATER QUALITY**

– Would the Projects:

- |   |                                     |                          |                          |                          |
|---|-------------------------------------|--------------------------|--------------------------|--------------------------|
| 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 checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| j) Inundation by seiche, tsunami, or mudflow?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

a, c, d, e, f) Implementation of the project would add residences to a currently undeveloped site, which would increase impermeable surfaces within the project site and substantially change the drainage patterns of the site. **This would have potentially significant impacts to water quality, on- and off-site erosion and flooding, and stormwater drainage systems. Impacts would be potentially significant and warrant further analysis in an EIR.**

b) Implementation of the project would increase demands on local groundwater resources in the area, potentially creating significant impacts to depletion of groundwater resources and reduction in local aquifer levels. Additionally, implementation of the project would increase impermeable surfaces within the site, potentially impacting recharge of groundwater resources. **Impacts to groundwater resources would be potentially significant and warrant further analysis in an EIR.**

g-j) The project site is located approximately 2,400 feet from the coast and 150 feet from the Edison Canal. Additionally, the project is located approximately 2 miles from the Santa Clara River mouth. **Therefore, impacts associated with flooding, as well as inundation by tsunami would be potentially significant and require further analysis in the EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**X. LAND USE AND PLANNING -- Would the proposal:**

- |   |                                     |                          |                                     |                          |
|---|-------------------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Physically divide an established community?  | <input type="checkbox"/>            | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input 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 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/>            | <input type="checkbox"/> |

ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- c) Conflict with an applicable habitat conservation plan or natural community conservation plan?

a) The project would be located on a vacant site adjacent to residential development and vacant land. The project does not include any structures or features that would physically divide the adjacent community. The project involves the construction of a single family or duplex residential development and residential clustered condominiums. The site does not separate complementary uses, nor is it used as a point of ingress/egress for the existing neighborhood. **Therefore, impacts associated with dividing the adjacent community would be less than significant and do not warrant further analysis in an EIR.**

b, c) The project site is composed of parcels currently zoned Coastal Low-Density Multiple Family (R-2-C), and Coastal Resource Protection (RP). The project is located in the Coastal Zone and is subject to policies in the City’s Coastal Land Use Plan that are intended to protect coastal resources. Among others, local coastal policy 6.d includes the requirement for a buffer of 100 feet between development and sensitive resource areas, which may be reduced to 50 feet if it is demonstrated that a larger buffer is unnecessary to protect the sensitive resources present. A 100 foot buffer has not been provided in all applicable locations. This is primarily a biological issue, but consistency with applicable coastal policies is also a land use issue, which requires further analysis in the EIR. **Impacts to land use planning and habitat conservation plans or natural community plans would be potentially significant and warrant further analysis in a subsequent EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XI. MINERAL RESOURCES** -- Would the Projects:

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?                                 | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

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 the Highway 101 corridor and along the eastern edge of the City extending west to Oxnard Boulevard. The project site is not located near any known mineral resource. The project would 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. **Therefore, the project would have no impact on any known mineral resources and no further analysis in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XII. NOISE</b> – Would the Projects 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels above levels existing without the Projects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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, would the Project expose people residing or working in the Project area to excessive noise levels?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a-d) Implementation of the project would create temporary construction-related noise, and operational noise. Construction of the project would additionally generate temporary ground borne vibration. Further, an increase in VMT and ADT resulting from the project construction would also potentially increase ambient noise levels in the area. **Impacts associated with noise and vibration from the project would be potentially significant and require further analysis in the EIR.**

e, f) The project is located within one mile of the Oxnard Airport and within the Airport Land Use Plan area (Ventura County Airport Land Use Commission, 2000). **Therefore, impacts associated airport noise would also be potentially significant and warrant further analysis in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XIII. POPULATION AND HOUSING —**

Would the Projects:

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 City of Oxnard 2030 General Plan produced projections of population growth within the city by 2030. The General Plan estimates that the population of the City of Oxnard will grow to 285,521 by 2030 following market trends for housing development. The current estimated population of the City of Oxnard is 206,997 (Department of Finance 2016).

The project would involve the construction of a maximum of 65 new single family residences. According to data provided by the California Department of Finance (DOF), the current average number of persons per household in the City of Oxnard as of January 1, 2016 is 4.01 (DOF 2016). Based on this average, the project would add approximately 260 new residents for a total population of 207,257. Therefore, development of the project would not add population beyond that anticipated in 2030 General Plan growth forecasts. The addition of 260 new residents to the City would equal 0.33% of the total projected cumulative population growth through 2030. The level of population growth associated with the project was anticipated in City of Oxnard’s long-term population forecasts and would not cumulatively exceed official regional population projections. **Therefore impacts from population growth would be less than significant and do not warrant further analysis in an EIR.**

b, c) The project site is currently undeveloped and would not displace any existing residences. Additionally, the project would add 65 new residences. **Therefore, no impacts to displacing people or housing would occur and no further analysis in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------------	--	------------------------------------	--------------

**XIV. PUBLIC SERVICES**

a) Would the Projects 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 National Fire Protection Association’s (NFPA) recommended standard for fire department staffing is one firefighter per 1,000 residents. The current population of Oxnard is 206,997 (DOF, 2016). The population growth that would result from the proposed projects would represent a growth of 0.33 percent of the total growth projected by the City’s General Plan, and would therefore not have a significant effect on these ratios. Further, 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. 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 projects would 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 would provide primary and secondary access for emergency vehicles. No new facilities would be required as a result of the projects. **The project would have a less than significant impact on fire protection services and no further analysis in an EIR is warranted.**

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 4.0 miles northeast 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 21, which is part of District 2. In addition to its police stations, the OPD operates eight storefront police substations.

With a current population of 206,997 (DOF, 2016) and an estimated population growth of 260 residents resulting from the project, the project would represent 0.33 percent of the population growth projected in the City's General Plan. This would not result in an incremental increase in the police officer to population ratio. No new police facilities would be needed. **Impacts to police services would be less than significant and no further analysis in an EIR is warranted.**

a.iii) The project site is located within the Oxnard Elementary School District (OESD) and Oxnard Union High School District (OUHSD). Construction of the proposed project would accommodate an estimated 260 new residents to the area. The population would be expected to include school-aged children who would attend local schools. Students would attend McAuliffe or Marina West Elementary, Haydock Middle School, and Channel Islands High School.

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 OESD 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 would 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 to schools would be less than significant and no further analysis in an EIR is warranted.**

a.iv) Impacts to parks are discussed in Section XV, *Recreation*. **Impacts to parks would be less than significant and no further analysis in an EIR is warranted.**

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 to other public facilities would be less than significant and no further analysis in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XV. RECREATION --**

- |   |                          |                          |                                     |                          |
|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Would the Projects increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would 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) The City of Oxnard’s estimated 2016 population is 206,997 (DOF, 2016). As identified in the City of Oxnard 2030 General Plan, there is approximately 759 acres of developed parks in existence or planned within the City of Oxnard (2030 General Plan page 1-21). Thus there are about 3.66 acres of park facilities per 1,000 residents, which exceeds the objective of 3.0 acres per 1,000 residents set forth in Policy ICS-23-1 in the 2030 General Plan. If regional parks, beaches, and other accessible open space are all considered, then the parkland available to City residents is higher. The proposed project would accommodate a population increase of approximately 260 residents, which would not substantially alter the park ratio or affect the City’s ability to maintain and exceed its objectives for parkland. The City currently has sufficient parkland to serve the population and would continue to do so with development of the proposed project. The incremental increase in population would create an incremental increase in use of the existing parks. However, the existing parkland ratio would stay the same and no significant impacts would occur to existing parks.

Additionally, Lot E of the proposed project includes a private community/recreation area for the proposed residences that would be constructed as part of the project. This area would be a total of 0.19 acres in size and would not impact the overall parkland ratio within the City. The proposed community/recreation area would be maintained by a future Homeowners Association that would be formed as part of the proposed project. Grading and development of this park is within the area of disturbance and development to be addressed in the EIR.

**Impacts to recreation would be less than significant and no further analysis in an EIR is warranted.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVI. TRANSPORTATION / TRAFFIC --</b>				
Would the Projects:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, d, e, f) The project would involve the construction of a maximum of 65 new single family residences, which would cause an increase in VMT and ADT in the area as well as increased use of other transportation methods. Additionally, the project involves the construction of a new residential street, which would provide emergency access to the new residences. **Impacts to transportation and traffic plans, policies, and programs would be potentially significant and require further analysis in the EIR. Impacts to roadway hazards and emergency access would additionally be potentially significant and warrant further analysis in an EIR.**

c) The project is located within one mile of the Oxnard Airport and within the Airport Land Use Plan area (Ventura County Airport Land Use Commission, 2000). However, the project involves the construction of a maximum of 65 new residences, which would be directly adjacent to existing single family residences. The new residences would be generally similar in height to the existing residences. Therefore, the proposed project would not result in a change in air traffic patterns from the Oxnard Airport. **Impacts to the flight paths of the Oxnard Airport would be less than significant and not warrant further analysis in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>XVII. UTILITIES AND SERVICE SYSTEMS --</b>				
Would the Projects:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the Projects from existing entitlements and resources, or are new or expanded entitlements needed?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the Projects that it has adequate capacity to serve the Project's projected demand in addition to the provider's existing commitments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a, b, e) Implementation of the project would result in the development of currently vacant land that does not presently have existing utilities. The addition of up to 65 new residences and private residential street would require connection to the City of Oxnard's wastewater facilities.

**Impacts to wastewater facilities would be potentially significant and warrant further analysis in an EIR.**

c) The proposed project would substantially change the site drainage pattern of the currently undeveloped project site. **Therefore, impacts to storm water drainage facilities would be potentially significant and warrant further analysis in an EIR.**

d) The proposed project would construct up to 65 new residences on a currently undeveloped site. Therefore, implementation of the project would increase demand for water supplies. **Impacts to water supplies would be potentially significant and warrant further analysis in an EIR.**

f, g) Construction and operation of the proposed project would generate solid waste. **Impacts to landfill facilities and federal, state, and local statutes and regulations would be potentially significant and warrant further analysis in an EIR.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
--	--------------------------------	--	------------------------------	-----------

**XVIII. MANDATORY FINDINGS OF SIGNIFICANCE —**

a) Do the Projects 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 animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Do the Projects have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Do the Projects have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

a) Implementation of the proposed project would have the potential to significantly reduce the habitat of a wildlife population, eliminate a plant or animal community, reduce the number or

restrict the range of a rare or endangered plant or animal. Further, implementation of the project would potentially eliminate important example of California History or Prehistory. **Impacts to fish and wildlife habitats and cultural resources would be potentially significant and warrant further analysis in an EIR.**

b) Impacts of the proposed project in conjunction with other projects in the surrounding area within the City of Oxnard and the Channel Islands Harbor would be cumulatively considerable. **Cumulative impacts of the proposed project would be potentially considerable and warrant further analysis in an EIR.**

c) Environmental effects of the proposed project would potentially have environmental effects that cause substantial adverse effects on human beings. **Impacts to human beings would be potentially significant and warrant further analysis in an EIR.**

## REFERENCES

- California Department of Conservation, Division of Land Resource Protection, Ventura County Farmland Map, 2012.
- California Department of Conservation, 2014. California Important Farmland Finder. [online] <http://maps.conservation.ca.gov/ciff/ciff.html>. Accessed March 23, 2016.
- California Department of Conservation, Ventura County Williamson Act FY 2013/2014, 2023.
- California Emergency Management Agency, Tsunami Inundation Map for Emergency Planning Oxnard Quadrangle, February, 2009.
- California Department of Finance (DOF), Demographic Research Unit, Report E-1, 2016. Available at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-1/view.php>
- California Department of Finance, Demographic Research Unit, Report E-5, 2016. Available at: <http://www.dof.ca.gov/research/demographic/reports/estimates/e-5/2011-20/view.php>
- California Department of Forestry and Fire Protection (CalFire), 2010. Ventura County Very High Fire Hazard Severity Zones in LRA. [http://www.fire.ca.gov/fire\\_prevention/downloads/fhsz\\_maps/ventura\\_56\\_lra.pdf](http://www.fire.ca.gov/fire_prevention/downloads/fhsz_maps/ventura_56_lra.pdf). Accessed online March 23, 2016.
- California Department of Transportation (Caltrans), 2011. California Scenic Highway Mapping System. [online] [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm). Accessed March 23, 2016.
- City of Oxnard, *The Municipal Code of the City of Oxnard - Zoning Ordinance*, current edition.
- City of Oxnard, Development Services Department, Planning Division, *Zone Maps*, current edition.
- City of Oxnard, Groundwater Recovery Enhancement and Treatment (GREAT) Program; Geology, Soils, and Mineral Resources Technical Report. February 2004.
- City of Oxnard. 1982. Coastal Land Use Plan (updated through May 2002). Development Services Department, Planning Division.
- City of Oxnard, 2011. 2030 General Plan. Development Services Department, Planning Division.

Ventura Council of Governments, 2008. 2040 Population Forecast: Ventura Cities and County. [http://www.ventura.org/rma/planning/pdf/demographics/2040\\_revised\\_Decapolis%205 23 08 Final.pdf](http://www.ventura.org/rma/planning/pdf/demographics/2040_revised_Decapolis%205%2023%2008_Final.pdf). Accessed online March 24, 2016.

Ventura County Airport Land Use Commission, Airport Comprehensive Land Use Plan for Ventura County- Final Report, July 2000.

Ventura County, 2016. GIS and Mapping. [online] <http://www.ventura.org/gis-and-mapping>. Accessed March 23, 2016.

*This page intentionally left blank.*