

## **MITIGATED NEGATIVE DECLARATION NO. 18-02**

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:

Planning and Zoning Permit No. PZ18-500-02 (Special Use Permit): A request to operate for a period of five (5) years an outdoor vehicle storage facility on a 33.7-acre site comprised of two lots (29.66 acres & 4.04-acres) on property located at the southeastern corner of the intersection of Hueneme and Perkins Roads (Assessor's Parcel Numbers: 231-0-092-245 and -105). Proposed development includes a guard house, perimeter lighting, perimeter fencing with landscaping, drainage improvements and a gravel base for vehicle parking. Filed by: The Port of Hueneme, Attention: Christina Birdsey, 333 Ponomo Street, Port Hueneme, California 93044.

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:

- Biological Resources

Environmental Impact	Significance Before Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
Biological Resources	Potentially Significant Impact	<p><b>Bio-1 Nesting Birds:</b>            To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31), if practicable. If grading and/or construction activities must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. The findings of the pre-construction survey shall be submitted for review and approval by the Planning Manager prior to grading and/or construction, whichever occurs first. The nesting bird pre-construction survey shall be conducted on-foot inside the project site and include a 50-foot buffer adjacent to the project site and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. Selection of the biologist shall be subject to the approval of the Planning Manager. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.</p>	Less Than Significant Impact	Planning Manager and Qualified Biologist

- Attachments:
- A. Initial Study/MND 18-02
  - B. Vicinity Map
  - C. Reduced Project Plans
  - D. Air Emission Modeling
  - E. Applicant's Agreement to Mitigation Measures

**ATTACHMENT  
A**

**INITIAL STUDY  
DRAFT MITIGATED NEGATIVE DECLARATION**

**Project Title:** Port of Hueneme - Temporary Outdoor Vehicle Storage Facility

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**City of Oxnard Contact Person and Phone Number:** Jay Dobrowalski, Associate Planner

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**Project Location:** Southeast Corner Hueneme Road and Perkins Road (Attachment B); Assessor's Parcel Numbers 231-0-092-105 and 231-0-092-245

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**Project Sponsor's Name and Address:** The Port of Hueneme, 333 Ponomo Street, Port Hueneme, California, 93044-0608

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**General Plan Designation:** Industrial Limited (ILT) and Park (PRK)

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

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**Description of Project:** A request for a Special Use Permit (Planning and Zoning Permit No. 18-500-02) to allow for temporary outdoor vehicle storage of new vehicles for a maximum of five years on two existing vacant lots (for a total area of 33.7 acres). The project is located on the southeast corner of the intersection of Hueneme Road and Perkins Road. Proposed development includes a 240 square-foot guard house, a portable restroom, perimeter site lighting with 6-foot fencing for security purposes and landscaping, drainage improvements, and grading for a vehicle parking area on one to two inches of gravel. Proposed outdoor vehicle storage spaces total 4,944 spaces (180 spaces/acre). Upon expiration of the five-year permit, the office trailer, portable restroom, perimeter lighting and gravel surface will be removed. The 6-foot fencing, landscaping, and drainage improvements will remain on-site.

Proposed development includes:

- One (1) temporary guard house (240 SF/ 0.02% building coverage) office trailer for security purposes, to be removed upon expiration of Special Use Permit (SUP);
- One (1) portable restroom for on-site personnel, to be removed upon expiration of SUP;
- Nineteen (19) Low-Impact and downcast lighting standards for security purposes along the perimeter of the property, to be removed upon expiration of the SUP;
- Two (2) entrance/exits, with Knox Box for emergency access along Perkins Road, to remain upon expiration of SUP;
- One (1) emergency access driveway, with Knox Box at gate for emergency access at the terminus of Saviers Road at Hueneme Road, to remain upon expiration of the SUP;
- Landscaping along the perimeter as follows:
  - Along Hueneme Road, and within the 30 foot road setback: the first 20 feet of landscaping comprised of native seeds as groundcover, and 10 feet of a native landscape buffer and a 6 foot tall fence. These improvements are to remain upon expiration of the SUP;
  - Along Perkins Road and 25 feet set back from right of way/property line: a 10 feet native landscaping buffer and 6 feet tall fencing, to remain upon expiration of the SUP;
  - Along eastern property line: a 10 feet native landscaping buffer and 6 feet tall

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- fencing plan at the property line, to remain upon expiration of the SUP;
  - Along the southern property line: native landscaping with 6 feet tall fencing, to remain upon expiration of the SUP.
  - Engineered drainage improvements will be installed on the Project Site. Drainage improvements will remain upon expiration of SUP;
  - Minor grading is anticipated on-site to scrape the top 1 to 2 inches of soil to create a level surface and install gravel to serve as a temporary parking surface. The project includes grading (disturbance of approximately 1,395,221 square-feet with a total of 13,750 cubic yards of import) for the ponding area and the leveling of the parking for the cars. The gravel will be removed upon expiration of the SUP.

The car storage facility will operate 24 hours a day, 7 days a week. Vehicles will be driven to and from the site between the hours of 6:00 a.m. and 4:00 p.m. daily Monday through Saturday. Operations on-site are as follows:

The facility will be staffed by nine employees: two security guards, six vehicle drivers and one shuttle van driver. Employees will arrive to the car storage facility prior to 7:00 a.m. and will leave the project site no later than 4:00 p.m. daily. The two security guards each work a 12-hour shift, and one security guard will remain on-site at all times.

A maximum of 76 vehicles will be transported to and from the Port of Hueneme (Port) to the Project Site per day (Traffic Study, August 29, 2018) for approximately 18 days of every month. The vehicles will be individually driven to and from the site and will not use transport trucks.

The six vehicle drivers and the shuttle van driver will report to the Port and the six drivers will each individually drive a vehicle to the Project Site. The shuttle van will follow the cars to the site. The vehicles will be stored on-site and the process will repeat until the vehicles (a maximum of 76 vehicles) have been moved from the Port to the project site. The entire process (driving from the Port to the site and returning to the Port) takes approximately 20 minutes. Vehicles will be driven from the project site to the Port in the same manner. The vehicle route is as follows: from the Port Hueneme Sunkist Gate, vehicles will drive south on Ventura Road, east on Hueneme Road, south on Perkins Road, and enter the site from Perkins Road. The same route will be used to transport vehicles from the project site to the Port.

**Project Duration:** The applicant is requesting approval of the Special Use Permit for a maximum of five years. The permit will be subject to a condition of approval to require the removal of the majority of the on-site improvements prior to the expiration of the permit (upon expiration of the permit, the fence and landscaping will remain on-site). Should the applicant seek to extend the permit beyond five years, Planning Commission approval will be required.

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**Surrounding Land Uses and Setting:** The project is proposed on two parcels of vacant land located just outside of the coastal zone. The coastal zone line runs along the western, and part of the southern project boundary. An existing railroad line is located along the southern project boundary. Lands designated for commercial and residential uses are located north of the site. To the east of the project site is a proposed large trailer truck storage facility. To the south of the project site is vacant land currently in the conceptual planning stages for future wetland restoration. To the west of the project site are permitted coastal dependent industrial uses. The City of Oxnard Advanced Water Purification Facility (AWPF) is located adjacent to the project site, on the southwestern corner of the project site. A portion of the Oxnard Industrial Drain borders the site to the south.

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**Planned and Pending Projects in the Site Vicinity**

1. 5489 Saviers Rd, Oxnard – Proposal to construct 20 townhome units, inclusive of 4 affordable units and includes a Tentative Tract Map on an All-Affordable Housing Opportunity Program site (AAHOP).
2. Etting Road/Pleasant Valley Road, Oxnard AAHOP Proposal to construct 42 affordable housing units in a 2 and 3 story multi-family structure, parking and community room.
3. 5557-5527 Saviers Road (Plan Check) 4 Story, 40- unit apartment complex on a 1.8- acre site, 1 and 2 bedroom units will range between 743 and 1,033 square feet.
4. Truck Operation (large trailer trucks) requiring a Conditional Use Permit is proposed immediately to the east of the Project site. The Site would be screened from Hueneme Road.

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**Other Public Agencies Whose Approval is Required:** None.

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## ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

- |  |   |  |   |
|--|---|--|---|
| <input type="checkbox"/> Aesthetics and Urban Design     | <input type="checkbox"/> Climate Change and Greenhouse Gas Emissions      | <input type="checkbox"/> Hydrology and Water Quality | <input type="checkbox"/> Population, Education, and Housing |
| <input type="checkbox"/> Agricultural Resources          | <input type="checkbox"/> Cultural Resources and Tribal Cultural Resources | <input type="checkbox"/> Land Use and Planning       | <input type="checkbox"/> Public Services and Recreation     |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Geology and Soils                                | <input type="checkbox"/> Mineral Resources           | <input type="checkbox"/> Transportation and Circulation     |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Hazards and Hazardous Materials                  | <input type="checkbox"/> Noise                       | <input type="checkbox"/> Utilities and Energy               |

## DETERMINATION:

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "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.

Signature

Date

\_\_\_\_\_

\_\_\_\_\_

Printed Name

For

\_\_\_\_\_

\_\_\_\_\_

## EVALUATION OF ENVIRONMENTAL IMPACTS:

1. When the answer to a checklist question is “yes”, either the “Potentially Significant Impact” or “Less than Significant Impact with Mitigation Incorporated” box will typically be checked. When the answer to a checklist question is “no,” either the “Less than Significant Impact” or “No Impact” box will typically be checked.
2. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
3. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
4. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is typically required.
5. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
6. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
7. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
8. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
9. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

10. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance

## ISSUE TOPICS

AESTHETICS AND URBAN DESIGN	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1. Would the project have a substantial adverse effect on a scenic vista such as an ocean or mountain view from an important view corridor or location as identified in the 2030 General Plan or other City planning documents?</p> <p>The proposed project includes a temporary 240 square-foot guard house. The placement of the guard house would not create any significant effect on a scenic vista or view corridor. The proposed guard house would be temporary in nature as it will not require a permanent foundation. It will contain several windows and feature a wood panel siding. The guard house will be screened from view by proposed fencing and landscape screening on all four sides. Thus, the project would have a less than significant impact to scenic vistas.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>2. Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway, or route identified as scenic by the County of Ventura or City of Oxnard?</p> <p>There are no scenic resources, including trees, rock outcroppings or historic buildings within scenic highways as identified by the County of Ventura near the project site. Consistent with the City's 2030 General Plan Background Report, Hueneme Road is a City of Oxnard designated scenic highway/roadway, and thus, the project includes a 30 foot buffer between the roadway and the project site development. The proposed Project would not create any significant impacts as it will be screened by native vegetation on all four sides. Therefore, the project would have no significant impacts to scenic resources.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>3. Would the project substantially degrade the existing visual character or quality of the site or its surroundings such as by creating new development or other physical changes that are visually incompatible with surrounding areas or that conflict with visual resource policies contained in the 2030 General Plan or other City planning documents?</p> <p>The proposed project would not substantially degrade the existing visual character or quality of the site nor any of its surroundings. The project includes the following landscaping and fencing to screen any potential impacts to the visual character of the site: Along Hueneme Road (the northern boundary), a minimum 30 feet setback from road, with the initial 20 feet comprised of landscaping with native seeds as groundcover, and the last 10 feet of the total 30 feet being native landscaping buffer with a 6 feet tall fence, to remain upon expiration of the SUP; Along Perkins Road (western boundary), a 25 feet setback from right of way/property line, with 10</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

feet native landscaping buffer and 6 feet tall fencing plan, to remain upon expiration of the SUP; Along the eastern boundary of the site, a 10 feet native landscaping buffer and 6 feet tall fencing plan at property line, to remain upon expiration of the Special Use Permit; and along the southern boundary, a 6 feet tall fence with native vegetation. As discussed above, a 240 square-foot guard house is proposed to be placed on the project site but will be removed after expiration of the SUP . The proposed landscaping will screen the guard house and vehicles from passing motorists on Hueneme and Perkins Roads. Therefore, the proposed project would not substantially degrade the existing visual character or quality of the site or its surroundings.

4. Would the project add to or compound an existing negative visual character associated with the project site?

The proposed project is located in relatively close proximity to existing industrial, commercial, residential and open space uses. The proposed project includes the storage of new vehicles on the site until the Special Use Permit expires (3 to 5 years). Prior to permit expiration, most of the physical development will be removed. Thus, there would be no long-term impacts to the site. The Hueneme Industrial Park, nearby shopping center and the City’s AWPf are already established in the project area; the project is consistent with surrounding development. Consequently, the project would not add to or compound an existing negative visual character associated with the project site.

5. Would the project create a source of substantial light or glare that would adversely affect day or nighttime views in the area?

Given the location of the open space property owned by The Nature Conservancy located to the south of the project site, a Photometric Study (Figures 2 and 3) was prepared that identifies the location of the proposed 19 light fixtures and the potential offsite impacts of night lighting. The lighting standards are 25 feet in height and would incorporate backshields and shielding to direct lighting to the project site (see Figure 1, Site Plan). Both Figure 2 (Photometrics Site Plan) and Figure 3 (Photometric Visual Template), demonstrate that the proposed lighting will not spill off off the project site and thus will not impact off-site uses. Additionally, standard conditions of approval will be imposed requiring shielded lighting fixtures to be downcast and in compliance with the City of Oxnard Code Section 16-320, ensuring lighting and land use compatibility. Thus, the project site will not create a source of substantial light or glare that would impact The Nature Conservancy site located to the south of the project site.

Therefore, the proposed project would not create a source of substantial light or glare that would adversely affect day or nighttime views in the area.

**Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

**Mitigation Measures**

Mitigation is not required.

## **Significance Determination After Mitigation**

The proposed project would have no impact.

AGRICULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>1. Would the project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use?</p> <p>Pursuant to the California Important Farmland Finder (California Department of Conservation), the project site is classified as Farmland of Local Importance. Thus, the project does not have the potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>2. Would the project conflict with existing zoning for agricultural use or an existing Williamson Act contract?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed project does not include re-zoning of agricultural lands. The project site is not subject to a Williamson Act contract (email correspondence with Ventura County Williamson Act Planner, November 26, 2018). Thus the project would have no impact to agricultural zoning or Williamson Act contract lands.</p>				
<p>3. Would the project involve other changes in the existing environment that, due to their location or nature, could result in conversion of off-site farmland to non-agricultural use?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>The proposed use includes lands that will be developed (the Port and the project site) and does not require the use of off-site farmland. Thus, the project does not include uses that could result in the conversion of off-site farmland.</p>				

**Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

**Mitigation Measures**

No mitigation is required.

**Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

## AIR QUALITY

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project conflict with or obstruct implementation of the Ventura County AQMP?





The project site is located in the Central South Coast Air Basin, which covers San Luis Obispo, Santa Barbara, and Ventura counties. The Ventura County Air Pollution Control District (VCAPCD) monitors and regulates the local air quality in Ventura County and manages the Air Quality Management Plan (AQMP). Air quality is affected by stationary sources (e.g., land use and development) and mobile sources (e.g., motor vehicles). Air quality at a given location is a function of several factors, including the quantity and types of pollutants emitted locally and regionally, and the dispersion rates of pollutants in the region. Primary factors affecting pollutant dispersion are wind speed and direction, atmospheric stability, temperature, the presence or absence of inversions, and topography. The project site is located in the eastern portion of the Basin, which has moderate variability in temperatures, tempered by coastal processes. The air quality within the Basin is influenced by a wide range of emissions sources, such as dense population centers, heavy vehicular traffic, industry, and weather.

To protect the public health and welfare, the federal and state governments under direction of the Environmental Protection Agency (EPA) have identified six criteria air pollutants and a host of air toxics, and established ambient air quality standards through the federal Clean Air Act and the California Clean Air Act. Federal and state criteria air pollutants include carbon monoxide (CO), lead (Pb), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), fine particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>), and sulfur dioxide (SO<sub>2</sub>). Air quality impacts are assessed by comparing impacts to baseline air quality levels and applicable ambient air quality standards. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

To identify ambient concentrations of the criteria pollutants, the VCAPCD operates air quality monitoring stations throughout Ventura County. These stations are located in El Rio, Ojai, Piru, San Nicolas Island, Simi Valley, Thousand Oaks, and Ventura. The monitoring stations located closest to the project site are located in Ojai (approximately 10 miles north of the project site), and in Oxnard (approximately 10 miles southeast of the project site). Both stations monitor O<sub>3</sub> and PM<sub>2.5</sub>, and the Simi Valley monitoring station also monitors NO<sub>2</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. CO monitoring was eliminated in Ventura County in 2004 as a response to the proposed National Monitoring Strategy set forth by the EPA, and Ventura County has consistently met the CO standard. In addition, SO<sub>2</sub> monitoring in Ventura County was eliminated in 2004 because ambient concentrations were low and SO<sub>2</sub> monitors are not required for State Implementation Plan (SIP) or maintenance planning. In addition, lead monitoring is not conducted in the County, and the EPA established that the VCAPCD is not subject to lead monitoring requirements.<sup>1</sup>

Traffic-congested roadways and intersections have the potential for the generation of localized CO levels (i.e., CO hotspots). As further discussed within Transportation/Traffic, adjacent intersections to the Project site distribute traffic well and are operating at an acceptable level of service (e.g., Level of Service above E). Therefore, no CO hotspots are anticipated to occur on adjacent roadways.

<sup>1</sup> Ambient Air Monitoring Network Plan, 2014; Ventura County Air Pollution Control District Monitoring Division; <http://www.vcapcd.org/pubs/Monitoring/2014FinalMonitoringNetworkPlan.pdf>, page C-6

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## Emissions Thresholds

Air quality impacts are assessed in comparison to baseline air quality levels and applicable ambient air quality standards. Federal and state air quality standards have been established for criteria pollutants discussed above. Standards are levels of air quality considered safe from a regulatory perspective, including an adequate margin of safety, to protect public health and welfare.

## Construction

The VCAPCD thresholds recommend that projects with construction-related emissions that exceed any of the following regional (mass daily) emissions should be considered potentially significant:

- 25 pounds per day of nitrogen oxides (NO<sub>x</sub>)
- 25 pounds per day of reactive organic compounds (ROC)
- Does not contain thresholds for carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), Respirable Particulate Matter (PM<sub>10</sub>), or Fine Particulate Matter (PM<sub>2.5</sub>)

## Operational

A project's localized air quality impact is considered significant if CO emissions create a hotspot where either the California one-hour standard of 20 ppm or the federal and state eight-hour standard of 9.0 ppm is exceeded. This typically occurs at severely congested intersections (Level of Service [LOS] E or worse). Based on analyses of localized concentrations within the San Francisco Bay Area, which has similar ambient CO concentrations as the project vicinity, a project would have to increase traffic volumes at affected intersections to more than 31,600 vehicles per hour for a CO hotspot to occur.

The VCAPCD currently recommends that projects with operational emissions that exceed any of the following emissions thresholds for summertime or wintertime should be considered potentially significant:

- 25 pounds per day of NO<sub>x</sub>
- 25 pounds per day of ROC
- Does not contain thresholds for CO, SO<sub>x</sub>, PM<sub>10</sub>, or PM<sub>2.5</sub>

Air quality impacts will be below the 25 lbs./day significance threshold for ROC and NO<sub>x</sub> for the Oxnard growth area. This determination was based on information provided by the applicant and the CalEEMod air emissions modeling program (version 2016.3.2) which calculated proposed emissions at .17 lbs./day ROG and .08 lbs./day NO<sub>x</sub>. The model used a user-define parking lot land use using traffic data provided by the applicant in the Project Description. The information used for modeling includes: days of operation, maximum trips per day (Weekday, Sat, Sun), vehicle miles traveled (VMT), assumed fleet mix of 78% Light Duty Automobiles and 22% Light Duty Truck (shuttle van escort), and vehicle emission factors from the California Air Resources Board's EMFAC2014. The model analysis is attached (Attachment D) and includes mobile source parameters entered with explanations. The project's emissions are almost exclusively mobile sources; a define parameter for landscaping was used and no area or energy emission sources were calculated (no painting, paving, permanent structures/restrooms, or natural gas usage proposed).

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

*Rule 50 (Opacity):* This rule sets opacity standards on the discharge from sources of air contaminants. This rule would apply during construction of the proposed project, specifically grading activities.

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*Rule 51 (Nuisance):* This rule prohibits any person from discharging air contaminants or any other material from a source that would cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public or which endangers the comfort, health, safety, or repose to any considerable number of persons or the public. The rule would apply during construction activities. The proposed project would consist of residential and open space land uses; therefore, this rule would not be a concern following buildout of the project.

*Rule 55 (Fugitive Dust):* This rule requires fugitive dust generators to implement control measures to limit the amount of dust from vehicle track-out, earth moving, bulk material handling, and truck hauling activities.

*Rule 55.1 (Paved Roads and Public Unpaved Roads):* This rule requires fugitive dust generators to begin the removal of visible roadway accumulation within 72 hours of any written notification from the VCAPCD. The use of blowers is expressly prohibited under any circumstances. This rule also requires controls to limit the amount of dust from any construction activity or any earthmoving activity on a public unpaved road.

*Rule 55.2 (Street Sweeping Equipment):* This rule requires the use of PM<sub>10</sub> efficient street sweepers for routine street sweeping and for removing vehicle track-out pursuant to Rule 55.

*Rule 74.4 (Cutback Asphalt):* This rule sets limits on the type of application and VOC content of cutback and emulsified asphalt. The proposed project is required to comply with the type of application and VOC content standards set forth in this rule for cutback and emulsified asphalt.

The project will be subject to the above mentioned Rules as standard conditions of approval. Thus, the project will be consistent with applicable VCAPCD Rules.

The primary objective of the Ventura County Air Quality Management Plan (AQMP) is to provide continuous air pollutant emission reductions over time, with the goal of attaining the federal and state standards. The VCAPCD's most recent AQMP was adopted in 2007 and establishes a comprehensive air pollution control program leading to the attainment of state and federal air quality standards in the Basin, which is in non-attainment for ozone (O<sub>3</sub>) and particulate matter (PM<sub>10</sub>). The AQMP also addresses the requirements set forth in the state and federal Clean Air Acts. As discussed in more detail below, the Project's air quality emissions would be below the VCAPCD significance thresholds and mitigation measures have been identified where appropriate consistent with VCAPCD recommendations.

As stated in the Ventura County Air Quality Assessment Guidelines<sup>2</sup>, project consistency with the AQMP can be determined by comparing the actual population growth in the county with the projected growth rates used in the AQMP. The projected growth rate in population is used as an indicator of future emissions from population-related emission categories in the AQMP. These emission estimates are used, in part, to project the date by which Ventura County will attain the federal ozone standard. Therefore, a demonstration of consistency with the population forecasts used in the most recently adopted AQMP should be used for assessing project consistency with the AQMP.

The project includes the temporary storage of cars, for a maximum of five years. The project does not include the removal or addition of residences. Consequently, the population forecasts would not be altered by the project. As such, the project would not increase population figures over those that have been planned for the area, and would not jeopardize attainment of state and federal ambient air quality standards. Therefore, the project

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<sup>2</sup> Ventura County Air Quality Assessment Guidelines, October 2003; Ventura County Air Pollution Control District, <http://www.vcapcd.org/pubs/Planning/VCAQGuidelines.pdf> (accessed May 2016)

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would not conflict with or obstruct implementation of the applicable AQMP and the project would have a less than significant impact to the Ventura County Air Quality Management Plan.

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2. Would the project violate any federal or state air quality standard or contribute substantially to an existing or projected air quality standard violation?
- 

See previous discussion (above, Section 1). Based on information provided by the applicant, regional air quality impacts will be below the 25 lbs./day significance threshold for ROG and NO<sub>x</sub> for the Oxnard growth area. This determination was based on information provided by the applicant and the CalEEMod air emissions modeling program (version 2016.3.2) which calculated proposed emissions at .17 lbs./day ROG and .08 lbs./day NO<sub>x</sub>. Furthermore, the project would not contribute substantially to an existing or projected air quality standard violation.

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3. Would the project result in a cumulatively considerable net increase of any criteria in excess of quantitative thresholds recommended by the VCAPCD)?
- 

It is expected there will be little to no dust generated from the project. The project will have minimal grading proposed to remove the first 1-2 inches of for the application of gravel material. The gravel is suitable in reducing fugitive dust emissions were the parking lot left as-is. In addition, vehicles will be driving very slow due to liability issues and keeping the product undamaged (new cars). In any case, the project would be subject to standard conditions of project approval to minimize emissions and to maximize dust suppression onsite. Thus, the project would have a less than significant impact to cumulative air quality.

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4. Would the project expose sensitive receptors to pollutant concentrations exceeding state or federal standards or in excess of applicable health risk criteria for toxic air contaminants?
- 

Some localized areas, such as traffic-congested intersections, can have elevated levels of CO concentrations (CO hotspots). CO hotspots are defined as locations where ambient CO concentrations exceed the State Ambient Air Quality Standards (20 ppm for 1-hr, 9 ppm for 8-hr). The Federal Ambient Air Quality Standard for CO is 35 ppm for 1-hr, 9 ppm for 8-hr. In Ventura County, ambient air monitoring for CO stopped in 2004, with the approval of the U.S. Environmental Protection Agency- Region 9, because CO background concentrations in El Rio, Simi Valley, and Ojai were much lower than the State Ambient Air Quality Standard (highest recorded CO background concentration in Ventura County was in Simi Valley at 6.2 ppm for 1-hr, 1.6 ppm for 8-hr (*Guidelines, Table 6-2*). Therefore, no CO hotspots are expected to occur in the southern Oxnard area where the proposed project would be located, and additional CO modeling analysis is not warranted. In addition, with over 80% of the CO in urban areas emitted by motor vehicles, and with stricter, cleaner emission standards to the mobile fleet, CO ambient concentrations should remain at or lower than the most recent CO monitoring data available for Ventura County.

Since the project is based on mobile sources, and for clarification purposes, the model run projected CO emissions to 1.07 lbs./day. While Ventura County does not have established significance thresholds for CO, neighboring air districts, which have more prevalent air quality issues, have CO significance thresholds of 100-550 lbs./day CO (San Joaquin Valley APCD, Southcoast AQMD, San Diego APCD). As a comparison, the project's estimated CO emissions are minimal. Thus, the project would have a less than significant impact on air quality related to toxic air contaminants.

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5. Would the project create objectionable odors affecting a substantial number of people?

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A project-related significant adverse effect could occur if construction or operation of the proposed project would result in generation of odors that would be perceptible in adjacent sensitive areas. The project does not include any of the land uses identified by the VCAPCD as being associated with odors (such as wastewater treatment facilities, sanitary landfills, transfer stations, composting facilities, asphalt batch plants, painting and coating operations, fiberglass operations, food processing facilities, feed lots/dairies, petroleum facilities, chemical manufacturing operations and facilities, and rendering plants). The project does not include diesel vehicles. The project would be consistent with all applicable rules and regulations governing construction equipment and processes. The project site is surrounded by uses identified by the VCAPCD. The project would not create objectionable odors affecting a substantial number of people during construction or long-term operation. Therefore, the project would have no impact related to the creation of objectionable odors.

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### **Significance Determination**

No impact based on review of the Ventura County Air Pollution Control District, Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### **Mitigation Measures**

No mitigation is required.

### **Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

## BIOLOGICAL RESOURCES

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

A Biological Resources Inventory, 34-acre Project Site, City of Oxnard, Ventura County, California, Rincon Consultants (dated April 27, 2018) was prepared for the site (see Appendix D). Additionally, a Peer Review of the report was prepared by Storrer Environmental Services (dated August 2, 2018). The Storrer Environmental Services Report confirms that the Rincon Report was prepared during the appropriate time of year (April) for determining annual flowering plant species on the site and animal species of special concern to be present on the site and within a 100-foot buffer from the perimeter of the site. Background review consisted of a review of the California Natural Diversity Data Base, Biogeographic Information and Observation System, United States Fish and Wildlife Service Critical Habitat Portal and the National Wetland Inventory (NWI) Mapper.

No special-status wildlife species were observed or detected during the field reconnaissance survey. No special-status plant species or sensitive natural community types were detected during the field reconnaissance survey on April 16, 2018. Additionally, no special-status plant species are expected to occur given the disturbed nature of the site, the high degree of urbanization within the vicinity of the project site, and the specific biotypes or soil types each species requires. The report states that due to the lack of suitable habitat on the site, and the previously disturbed nature of the site, special status plants and wildlife are not expected to occur on the project site. Nesting birds (burrowing owl and horned lark) have a low potential to occur on the project site.

Thus, a mitigation measure (see below) has been included to address the potential loss of a nest due to project activities. With the implementation of mitigation, the project will have a less than significant impact to candidate, sensitive, or special status species.

2. Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations adopted by the California Department of Wildlife and Wildlife or U.S. Fish and Wildlife Service?

The Report describes the site as having limited habitat value as a result of prior agricultural use. The predominance of vegetation consists of non-native grasses and forbs, which is typical of land subject to regular and long-term cultivation. While the NWI depicts an isolated 0.20-acre freshwater wetland pond within the project site, no evidence of ponds, channels, or other hydrologic features was observed within the project site during the field reconnaissance survey on April 16, 2018. The NWI describes this potential wetland feature as a semi-permanently flooded pond created by an excavation (e.g. agricultural ponds and sediment basins) (NWI 2017b); however, no hydrophytic vegetation or evidence of wetland hydrology were observed within the project site. Additionally, no evidence of historically ponded water was observed. The entire project site gently

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slopes from north to south, though no evidence of either sheet flow or ponding with periodic wetting and drying cycles were observed.

The study area is heavily disturbed in the south and southeast, but hydrophytic vegetation associated with the Ormond Lagoon Waterway (also known as Oxnard Industrial Drain) was observed southeast of the study area.

The project site does not contain any federally protected waters or wetlands (as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.)), riparian habitat or streambed (as defined by Section 1600 et seq. of the CFGC), or "waters of the State" (as defined by the Porter-Cologne Water Quality Control Act). The nearest mapped jurisdictional waters are the Ormond Lagoon Waterway (located approximately 125 feet from the project site), the J Street Drain (located approximately 0.15 mile west of the site), and the Pacific Ocean (located approximately 1 mile south of the study area (NWI 2017b)). Based on the significant distance between the site and these features, no direct impacts are expected. The project site is not within the coverage area of any Habitat Conservation Plans, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan. Thus, the project would have less than significant impacts to riparian habitat or other sensitive natural community.

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3. Would the project have a substantial adverse effect on federally protected waters of the U.S. as defined by Section 404 of the federal Clean Water Act or protected waters of the state as defined by Section 1600 et seq. of the California Fish and Game Code (including, but not limited to, marshes, vernal pools, and coastal wetlands) through direct removal, filling, hydrological interruption, or other means?

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The NWI depicts depicts a 0.2-acre pond within the Site boundaries described as "... a semi-permanently flooded pond created by an excavation". No indication of this feature (e.g. surface water, evidence of hydrology, hydrophytic vegetation) was found during the field reconnaissance. This may have been an agricultural impoundment that has since been removed. Furthermore, the Ormond Lagoon Waterway (Oxnard Industrial Drain) parallels the southeast corner of the Site. This channel is described as supporting hydrophytic vegetation and despite its name, undoubtedly has retained some ecological function. Examination of Google Earth imagery indicates that it discharges into a small coastal estuary about 0.60 miles southwest of the Site. Further, the drainage bisects the undeveloped property immediately south of the Site that is owned by The Nature Conservancy (TNC). The adjoining upland habitat on the TNC property appears not to have been subject to agricultural or other intensive land use.

The project site does not contain any federally protected waters or wetlands (as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.)), riparian habitat or streambed (as defined by Section 1600 et seq. of the CFGC), or "waters of the State" (as defined by the Porter-Cologne Water Quality Control Act). The nearest mapped jurisdictional waters are the Ormond Lagoon Waterway (located approximately 125 feet from the project site), the J Street Drain (located approximately 0.15 mile to the west), and the Pacific Ocean (located approximately 1 mile south of the study area (NWI 2017b)). Based on the distance between the project site and the nearest mapped jurisdictional waters, no direct impacts are expected. Thus, the project would have a less than significant impact on federally or state protected waters.

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

The proposed project site is not located within a mapped wildlife corridor (County View, Ventura County Resource Management Agency). The biological resources inventory report states that due to the lack of suitable habitat on the site, and the previously disturbed nature of the site, special status plants and wildlife are not expected to occur on the project site. The project site is bordered on the west, north, and east by development. Since the project site has been previously disturbed, is not suitable habitat for wildlife, and borders urban development, the project site will have a less than significant impact on wildlife movement.

5. Would the project conflict with any local policies or ordinances protecting biological resources?

See response to Section 6 (immediately below).

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

The project site is not subject to an adopted Habitat Conservation Plan, Natural Community Conservation Plan or any other local, regional, state habitat conservation plan. Nonetheless, the Ormond Beach area of southern Ventura County, California is a large, flat alluvial plain with a mix of industrial and agricultural lands long targeted for ecological enhancement and public access owing to both existing conditions and expected land use changes. Ormond Beach and its adjacent sand dunes, wetland and upland areas have been identified as the most important coastal wetland restoration opportunity in Southern California.

The California State Coastal Conservancy, the City of Oxnard, and The Nature Conservancy (The Partners) are leading the Ormond Beach Restoration and Public Access Project (OBRAP). The OBRAP is comprised of property in the Ormond Beach area currently owned by the Partners, a total of 630 acres. The Partners continue to pursue additional land for ecological enhancement and public access. To carry out the OBRAP, the partners are preparing a Preliminary Restoration and Public Access Plan. It will describe a Preferred Alternative derived from an analysis of conceptual alternatives configured to enhance and extend existing habitat, to increase appropriate public access to the Project Area, including the beach, and to respond favorably to projected sea-level rise and shore migration. The Preliminary Restoration and Public Access Plan will also provide a basis for a final Restoration and Public Access Plan, subsequent environmental review, followed by engineering design and regulatory approvals, and construction. Public review and input on the preliminary restoration and public access plan, including, a second public workshop is anticipated to take place the beginning of 2019. Since this preliminary plan relies upon land that is owned by the The Partners, and is not adopted, the proposed project would not conflict with the Plan.

The project site does not contain resources such as protected trees, creeks, or environmentally sensitive habitat which would be subject to local policies or ordinances. The proposed project is consistent with the 2030 General Plan and the Zoning Ordinance. Thus, the project would have no impact on approved habitat conservation plans.

## Significance Determination

There potentially significant impacts to nesting birds.

## Mitigation Measure

- Bio-1 Nesting Birds.** To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31), if practicable. If grading and/or construction activities must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. The findings of the pre-construction survey shall be submitted for review and approval by the Planning Manager prior to grading and/or construction, whichever occurs first. The nesting bird pre-construction survey shall be conducted on-foot inside the project site and include a 50-foot buffer adjacent to the project site and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. Selection of the biologist shall be subject to the approval of the Planning Manager. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.

## Significance Determination After Mitigation

The proposed project would have no impact after implementation of mitigation measures.

## CLIMATE CHANGE AND GREENHOUSE GAS EMISSIONS

Potentially Significant Impact

Less Than Significant Impact with Mitigation Incorporated

Less Than Significant Impact

No Impact

1. Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?





Items 1, 2 and 3. Global climate change can be measured by changes in wind patterns, storms, precipitation, and temperature. Scientific consensus has identified that human-related emissions of greenhouse gases (GHGs) above natural levels significantly contribute to global climate change. GHGs are emissions that trap heat in the atmosphere and regulate the Earth's temperature, and include water vapor, CO<sub>2</sub>, methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ground level ozone, and fluorinated gases, such as chlorofluorocarbons (CFCs), hydro chlorofluorocarbons (HCFCs), and halons. The potential impacts of climate change include severe weather patterns, flooding, reduced quality and availability of water, sea level rise, and beach erosion. Primary activities associated with GHG emissions include transportation, operation of utilities (e.g., power generation and transport), industrial activities, manufacturing, agriculture, and residential uses. End-use sector sources of GHG emissions in California are as follows: transportation (37 percent), industry (23 percent), electricity generation (20 percent), agriculture and forestry (8 percent), residential (7 percent) and other (5 percent).<sup>3</sup>

Assembly Bill (AB) 32 is a California law that establishes a comprehensive program to reduce GHG emissions from all sources throughout the state. AB 32 requires the California Air Resources Board (CARB) to develop regulations and market mechanisms to reduce California's GHG emissions to 1990 levels by 2020, representing a 25 percent reduction statewide, with mandatory caps beginning in 2012 for significant emissions sources.<sup>4</sup>

As mentioned in Section III, Air Quality, the project site is located within the Central South Coast Air Basin. The VCAPCD has not yet approved a threshold of significance for GHG emissions. The County has, however, routinely applied a 10,000 metric tons carbon dioxide equivalent per year (MTCO<sub>2</sub>e/year) threshold of significance to such projects, in accordance with CEQA Guidelines section 15064.4(a)(2). APCD has concurred with the County's approach. APCD supports the application of this numeric threshold. The total GHG emissions for the proposed project are 26.7 MTCO<sub>2</sub>e/year, which is well below the recommended 10,000 MTCO<sub>2</sub>e/year threshold of significance. The total GHG emissions for the proposed project is based on information provided by the applicant and the CalEEMod air emissions modeling program (version 2016.3.2) which calculated proposed emissions at .17 lbs./day ROG and .08 lbs./day NO<sub>x</sub>. The model used a user-define parking lot land use using traffic data provided by the applicant in the Project Description. Information includes days of operation, maximum trips per day (Weekday, Sat, Sun), VMT, assumed fleet mix of 78% Light Duty Automobiles and 22% Light Duty Truck (shuttle van escort), and vehicle emission factors from the California Air Resources Board's EMFAC2014. Therefore, because the project's GHG emissions will not result in 10,000 MTCO<sub>2</sub>e/year or more, the project-specific and cumulative impacts are less than significant for greenhouse gases.

<sup>3</sup> California Greenhouse Gas Emission Inventory – 2015 Edition; California Air Resources Board; <http://www.arb.ca.gov/cc/inventory/data/data.htm> (accessed May 2016)

<sup>4</sup> Assembly Bill 32, California Air Resources Board; <http://arb.ca.gov/cc/ab32/ab32.htm> (accessed May 2016)

- 
2. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases or otherwise conflict with the state goal or reducing greenhouse gas emissions in California?
- 

As previously discussed (Air Quality section), the project is consistent with the Ventura County AQMP. Consequently, the proposed project would not conflict with AB 32 and or other plan, policy, or regulation to reduce greenhouse gas emissions in California. Thus, the project would have a less than significant impact related to greenhouse gas.

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

In isolation, a project may have no significant direct impact on climate change. However, the increased accumulation of GHGs from more than one project and many sources in the atmosphere may result in global climate change, which can cause the adverse environmental effects previously discussed. Accordingly, the threshold of significance for GHG emissions determines whether a project's contribution to global climate change is "cumulatively considerable." As previously discussed (see above section 1), the project would not have a less than significant impact related to greenhouse gas emissions. Thus, the project would have a less than significant impact related to secondary effects of climate change.

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### **Significance Determination**

No impact based on review of the Ventura County Air Pollution Control District, Oxnard Municipal Code, 2020 General Plan, existing setting, and site plan.

### **Mitigation Measures**

No mitigation is required.

### **Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

## CULTURAL AND TRIBAL CULTURAL RESOURCES

Potentially Significant Impact

Less Than Significant Impact with Mitigation Incorporated

Less Than Significant Impact

No Impact

1. Would the project cause a substantial adverse change in the significance of an historical resource as defined in CEQA Guidelines Section 15064.5?





The project site is a vacant lot that does not contain a historical resource. Thus, the project would have no impact to historical resources.

2. Would the project cause a substantial adverse change in the significance of a unique archaeological resource pursuant to State CEQA Guidelines Section 15064.5?





Sections 2-4: A Phase I archaeological survey was prepared for a previous project on the same site as the current proposed project (Mitigated Negative Declaration No. 02-08 for Project No. 02-500-9, dated April 22, 2002). The report indicated that no additional archaeological work was recommended for this site. However, the report referenced the City's 2020 General Plan, which indicated that several archaeological sites have been previously identified in the Ormond Beach area. As the project site is in close proximity of Ormond Beach, a standard condition of approval will require that a Native American monitor be present during all grading activities and that in the event any resources are discovered onsite, the grading activities cease and the resource is further evaluated for preservation. As conditioned, the project will have a less than significant impact to cultural resources.

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





See Section 2 above.

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





See Section 2 above.

### Significance Determination

Less than significant impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### Mitigation Measure

No mitigation is required.

### Significance Determination After Mitigation

The proposed project would have a less than significant impact and mitigation is not required.

## GEOLOGY AND SOILS

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist or based on other substantial evidence of a known fault?





b. Strong seismic groundshaking that cannot be addressed through compliance with standard Code requirements?





Items 1-4: There are no known active faults within the City. There are a number of potentially active/active faults in the region including the Oak Ridge, Pitas Point-Ventura, Anacapa and Malibu Coast faults however they are 1.5 to 10 miles from the City of Oxnard. The project does not include the construction of permanent buildings. The guard house will be built according to the latest California Building Code standards. Through the plan check process, the submittal and approval of a soils, geologic, and structural evaluation report prepared by a registered soils engineer and/or structural engineer is required to minimize impacts related to geology and soils. Thus, the project would have a less than significant impact related to geology and soils.

2. Would the project be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse that cannot be addressed through compliance with standard Code requirements?





The 34-acre site is relatively flat in area. No on- or off-site soil erosion, lateral spreading, subsidence or liquefaction or expansive soil would occur. While liquefaction is a major concern in Oxnard, no permanent buildings are proposed. A portable restroom will be provided outside of the guard house. Since no permanent buildings are proposed, the project would have no impacts related to landslide, subsidence, or liquefaction.

3. Would the project be located on expansive soil, creating substantial risks to life or property that cannot be addressed through compliance with standard Code requirements?





Please see response to Item #2 above. As discussed above, the site is an open air vehicle storage facility and all work will be done in accordance with the California Building Code and all other applicable requirements reducing risk to property and life.

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

See response to Item #2 above. The project site is in an area between limits of the 100-year flood and 500-year flood. The project does not include permanent structures. The site is within an area that may experience tsunami activity. There is a low potential for significant impact due to tsunami as, a tsunami is not likely to reach the California coast. In the event that a tsunami did reach California, the wave energy would be largely dissipated offshore and consequently. Consequently, the project would have less than significant impacts related to seiche or tsunami.

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

The proposed project does not include dredging or other maintenance activities. Thus, the project would have no impact related to dredging or other maintenance activity by another agency that is not guaranteed to continue.

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### **Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### **Mitigation Measures**

No mitigation is required.

### **Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

## HAZARDS AND HAZARDOUS MATERIALS

Potentially Significant Impact

Less Than Significant Impact with Mitigation Incorporated

Less Than Significant Impact

No Impact

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





Items 1 and 2: The project includes the temporary storage of new vehicles. The project does not include maintenance or repair of the vehicles, and consequently does not require disposal of hazardous materials. The project site is not included on the list of hazardous materials sites pursuant to Government Code Section 65962.5. The project does not include permanent structures; the temporary development would be subject to the Uniform Building Code and Fire Code. Thus, the project would have a less than significant impact to hazards and hazardous materials.

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





See discussion above (Section 1).

3. Would the project emit hazardous substances or involve handling hazardous or acutely hazardous substances, or waste within one-quarter mile of an existing or proposed school in quantities or a manner that would create a substantial hazard?





The project site is located within one-quarter mile of an existing school (Art Haycox Elementary School, 5400 Perkins Road, Oxnard). The vehicles stored on site will be new vehicles, that will not require repair or maintenance. Thus, the project will not involve hazardous materials that would create a substantial hazard, and the project would have a less than significant impact related to hazardous materials.

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





The project site is not included on the list of hazardous materials sites pursuant to Government Code Section 65962.5. Thus, the project would not create a substantial hazard to the public or environment, and would have no impact related to hazardous materials.

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

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The proposed project involves the storage of new vehicles on a site that is not subject to an emergency response plan or emergency evacuation plan. Additionally, the onsite activities would not interfere with any adopted emergency plans. Thus, the project will have no impact related to emergency response or evacuation plans.

Although not a mitigation measure, in order to address the unlikely event of the release of any hazardous materials (fuel, coolant, oil, etc.) from any on site vehicle(s), a standard condition of approval will be imposed on this project requiring the submittal of a safety plan which will address best management practices to address how vehicles will be inspected for leakage and how liquids and vehicle fluids will be inspected to ensure release does not occur. The safety plan is subject to Fire and Planning Department review and approval.

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### **Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### **Mitigation Measures**

No mitigation is required.

### **Significance Determination After Mitigation**

The proposed project would have no impact and mitigation is not required.

## HYDROLOGY AND WATER QUALITY

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

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





The project includes the use of water for landscaping. The project includes a portable restroom that will be service by the provider. The temporary office building and employees will use bottled water. The project would not impact water quality or waste discharge. Thus, the project would have no impact to adopted water quality standards or waste discharge requirements.

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





The project includes use of water for landscape. The water is provided by Calleguas Municipal Water District. The project does not require the use of groundwater. Thus, the project would not substantially deplete groundwater. The project includes the construction of a gravel base for the vehicle parking area. Gravel would allow for rainwater to seep into the local groundwater table. The gravel base would be permeable and would not substantially interfere with groundwater drainage or recharge. Thus, the project would have no impact related to groundwater.

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





The project site is generally flat and drainage occurs to the southeastern portion of the site. The project includes minor grading (disturbance of approximately 1,395,221 square-feet with a total of 13,750 cubic yards of import) for the ponding area and the leveling of the parking for the cars. No alteration of the course of a stream or a river is proposed. Thus, project would not contribute to off-site flooding or exceed in the capacity of existing or planned stormwater drainage systems, and will have a less than significant impact to drainage.

4. Would the project place new structures within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?





The project includes a 240 square-foot temporary guard house, which will be located within the 100-year flood hazard area. The guard house will not permanently house residents. Thus, the project will not place new

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permanent structures within a 100-year flood hazard area, and will have a less than significant impact related to flood hazards.

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5. Would the project impede or redirect flood flows such that it would increase on- or off-site flood potential?
- 

See Response 3 above.

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

The project includes the storage of vehicles that could be moved in the event of a pending flood. The project includes a temporary guard house that would be used by the onsite security personnel. In the event of pending flooding, the project employees would be able to exit the project site to seek shelter. Thus, the project would not expose people or structures to significant loss due to flooding, and will have a less than significant impact related to flooding.

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

See response to Geology, Section 4. The project site is susceptible to a seiche or tsunami. The project would not be exposed to substantial risk related to seiche, tsunami, or mudflow. Thus, the project will have a less than significant impact related to seiche, tsunami, and mudflow.

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### Significance Determination

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### Mitigation Measures

No mitigation is required.

### Significance Determination After Mitigation

The proposed project would have no impact and mitigation is not required.

## LAND USE AND PLANNING

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project conflict with an applicable land use plan, policy or regulation of the City or other agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating a significant environmental effect?





The proposed project includes the use of the property for a maximum of 3 to 5 years. Prior to the expiration of the Special Use Permit, the cars, guard house and gravel would be removed from the Project site and the land would revert to its existing state (vacant land). The project site zoning is light industrial. The proposed project is consistent with the light industrial zoning of the site. The project site General Plan designation is Industrial Light and Park. Since the project is temporary (5 years maximum), and does not include permanent structures, the project does not preclude the future development of park land or any other future land use. Thus, the proposed project is consistent with the General Plan designation. The project does not include changes to the General Plan or zoning designations. The Special Use Permit would not conflict with an applicable land use plan, policy or regulation of the City of Oxnard for the purpose of avoiding or mitigating a significant impact. Additionally, the Project site is located in an urbanized area surrounded by a mix of land uses and is consistent with the 2030 General Plan and zoning.

The project site is located adjacent to the Ormond Beach area. The Ormond Beach area of southern Ventura County, California is a large, flat alluvial plain with a mix of industrial and agricultural lands long targeted for ecological enhancement and public access owing to both existing conditions and expected land use changes. Ormond Beach and its adjacent sand dunes, wetland and upland areas have been identified as the most important coastal wetland restoration opportunity in Southern California.

The California State Coastal Conservancy, the City of Oxnard, and The Nature Conservancy (The Partners) are leading the Ormond Beach Restoration and Public Access Project (OBRAP). The OBRAP is comprised of property in the Ormond Beach area currently owned by the Partners, a total of 630 acres. The Partners continue to pursue additional land for ecological enhancement and public access. To carry out the OBRAP, the partners are preparing a Preliminary Restoration and Public Access Plan ("Plan"). It will describe a Preferred Alternative derived from an analysis of conceptual alternatives configured to enhance and extend existing habitat, to increase appropriate public access to the Project Area, including the beach, and to respond favorably to projected sea-level rise and shore migration. The Preliminary Restoration and Public Access Plan will also provide a basis for a final Restoration and Public Access Plan, subsequent environmental review, followed by engineering design and regulatory approvals, and construction. Public review and input on the preliminary restoration and public access plan, including, a second public workshop is anticipated to take place the beginning of 2019. Since this preliminary plan relies upon land that is owned by the The Partners, and is not adopted, the proposed project would not conflict with the Plan.

2. Would the project involve land uses that are not allowed under any applicable airport land use compatibility plan?





The project site is located approximately 2 miles to the northwest of Point Mugu Airport, and approximately 4 miles to the southeast of Oxnard Airport. The proposed vehicle storage use is not prohibited under the Airport

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Comprehensive Land Use Plan for Ventura County. This, the project would have no impact to airport compatibility.

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3. Would the project conflict with an applicable habitat conservation plan or natural community conservation plan?

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The project site is not subject to a habitat conservation plan or natural community conservation plan. The project site is located adjacent to and to the north of the Ormond Beach Restoration and Public Access Project (OBRAP). Public review and input on the preliminary restoration and public access plan, including, a second public workshop is anticipated to take place the beginning of 2019. Since this preliminary plan relies upon land that is owned by the The Partners, and is not adopted, the proposed project would not conflict with the Plan. The project has also been designed to minimize impact to the Ormond Beach area through the installation of gravel (not permanent paving material), lighting with backshields, and limited and temporary (5 year) land uses (movement of cars and car storage). Thus, the proposed project would have a less than significant impact related to an applicable habitat conservation plan or natural community conservation plan.

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4. Would the project physically divide an established community?

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The project site is currently vacant and is bordered by commercial and industrial uses, to the north and south, respectively. The proposed light industrial use would be consistent with the existing industrial uses along the southern side of Hueneme Road. Thus, the project would not physically divide an established community, and would have no impacts related to land use and planning.

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### Significance Determination

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### Mitigation Measures

None required.

### Significance Determination After Mitigation

No impact to mineral resource recovery would occur as a result of implementing the Project.

MINERAL RESOURCES	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Would the project result in the loss of availability of a known mineral resource of value to the region or state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Items 1 and 2. The 2030 General Plan identifies important mineral deposits primarily along the Santa Clara River channel, Route 101 corridor, and along the eastern edge of the City extending as far west as Channel Island. The project site is not located these areas. Construction and operation of the proposed project would not result in the loss of availability of a known mineral resource (i.e., oil, gas, aggregate). The project would not preclude access to a known mineral resource. Thus, the project would have no impact on mineral resources.

2. Would the project result in the loss of availability of a locally important mineral resource recovery site delineated in the 2030 General Plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

See previous discussion (above, Section 1). The project would not result in the loss of availability of a mineral resource recovery site. The project would have no impact related to mineral resource recovery.

**Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

No impact to mineral resource recovery would occur as a result of implementing the Project.

## NOISE

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less  
Than  
Significant  
Impact

No  
Impact

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

The project site is currently vacant, and any new development would increase ambient noise levels onsite. The project site is located adjacent to Hueneme Road and Perkins Road. The project would generate onsite noises typically associated with vehicles (i.e., starting, driving, parking) and employees (i.e., talking, walking). The noises generated from the project site would likely be masked by the roadway and ambient noise in the area. Furthermore, the project will have limited hours for vehicle activity (vehicles will be driven to and from the site between the hours of 7:00 a.m. and 4:00 p.m.). Thus, the project would not generate nor expose persons to noise levels in excess of standards established in the Oxnard 2030 General Plan or Noise Ordinance and would have a less than significant impact related to noise.

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

The proposed project includes the use of vehicles (passenger vehicles) and does not include the use of heavy trucks or other sources of vibration. The vehicles will be individually driven to and from the project site. The individual vehicles are much lighter in weight than loaded transport trucks, and will generate substantially less vibration than transport trucks (personal conversation with Justin Link, City Traffic Engineer). The project does not include pile driving, compaction or other vibratory activities. In any case, construction activities will be limited to minimize any potential nuisance to the nearby residential area. Thus, the project will have a less than significant impact related to vibration or groundborne noise.

3. Would the project generate a substantial temporary or periodic increase in ambient noise in the project vicinity above levels existing without the project?

The project would generate noise that will increase ambient noise levels onsite. The project noise would mostly consist of vehicles driving on the gravel parking surface. The project generated noise is expected to be similar or less than those noises associated with the adjacent light industrial uses. Thus, the project would have a less than significant impact related to project vicinity noise.

4. Would the project generate a substantial permanent increase in ambient noise in the project vicinity above levels existing without the project?

The project would contribute to cumulative noise in the area (i.e., vehicles driving on the gravel, employees onsite). The noise levels associated with the project are expected to be similar to or less than those noises generated by the adjacent commercial and industrial uses, and would not represent a substantial increase from pre-project conditions. In any case, the project will be limited to certain hours for vehicle activities

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(between 7:00 a.m. and 4:00 p.m.). Thus, the project will have a less than significant impact related to permanent noise in the project vicinity.

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

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The project site is not subject to the Airport Comprehensive Land Use Plan for Ventura County. Additionally, the project is located beyond two miles of the Naval Base Ventura County at Point Mugu. Therefore, the project would not expose people residing or working in the project area to excessive noise levels based on the aforementioned criteria, and would have no impacts related to airport noise.

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

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A biological report was prepared to evaluate the likelihood of special-status species on and around the project site. No special-status wildlife species were observed or detected during the field reconnaissance survey. No special-status plant species or sensitive natural community types were detected during the field reconnaissance survey on April 16, 2018. Thus, no impacts to non-human species are expected, and the project would have no impact related to noise exposure to non-human species.

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### Significance Determination

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### Mitigation Measures

No mitigation measures are required.

### Significance Determination After Mitigation

No impact to mineral resource recovery would occur as a result of implementing the Project.

POPULATION, EDUCATION, AND HOUSING	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
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1. Would the project involve a General Plan amendment that could result in an increase in population over that projected in the 2030 General Plan that may result in one or more significant physical environmental effects?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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The proposed project does not involve a General Plan amendment. The project does not include housing units. The project would use a workforce from the local population and consequently would not result in an increase in population. Thus, the project would have no impact to population.

2. Would the project induce substantial growth on the project site or surrounding area, resulting in one or more significant physical environmental effects?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project includes the temporary storage of vehicles for a period of five years, and does not include housing units. The project will have a total of nine employees, and is not expected to require a substantial increase in local labor. Consequently, the project would not induce substantial growth on the site or surrounding area, and the project would have no impact on population.

3. Would the project result in a substantial (15 single-family or 25 multi-family dwelling units – about one-half block) net loss of housing units through demolition, conversion, or other means that may necessitate the development of replacement housing?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not include the loss of housing units. Thus, the project would have no impact to housing.

4. Would the project result in a net loss of existing housing units affordable to very low- or low-income households (as defined by federal and/or City standards), through demolition, conversion, or other means that may necessitate the development of replacement housing?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The proposed project does not include the loss of housing units. Therefore, there would not be a need for the development of replacement housing, and the project would have no impact to housing.

5. Would the project cause an increase in enrollment at local public schools that would exceed capacity and necessitate the construction of new or expanded facilities?

	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
--	--------------------------	--------------------------	--------------------------	-------------------------------------

The project does not include residential units that would cause an increase in enrollment at local public schools. Thus, the project would have no impact to education.

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6. Would the project directly or indirect interfere with the operation of an existing or planned school?

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The project site is not designated as a future school site. The nearest school site is located approximately one-quarter mile to the north. The proposed vehicle route is not adjacent to the school site. Furthermore, the project does not include residential units that could cause an increase in enrollment numbers. Thus, the project would not directly or indirectly interfere with the operation of an existing or planned school, and the project would have no impact to schools.

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**Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

No impact to mineral resource recovery would occur as a result of implementing the Project.

## PUBLIC SERVICES AND RECREATION

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project increase demand for fire protection service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?





The proposed project includes temporary development (i.e., a guard house) and storage of vehicles. The project would have a total of nine employees; one security guard would be on-site at all times. The guard house would be subject to Fire Code standards, and the vehicles would be new vehicles, that are expected to have a low risk of fire safety impacts. Furthermore, the project would have an emergency access gate along Hueneme Road (located at the end of Saviers Road) for quicker emergency access. The project is not expected to require an increase in demand for fire protection services such that new or expanded facilities would be needed to maintain acceptable service levels. Thus, the project would have no impact to public services.

2. Would the project increase demand for law enforcement service such that new or expanded facilities would be needed to maintain acceptable service levels, the construction of which may have significant environmental effects?





The proposed project includes the temporary storage of new cars on the site. The site would have one security guard at all times. The site would be fenced with access gates and security cameras to minimize the risk of vehicle theft. Based on the project security measures, the project is not anticipated to generate calls for police service such that new or expanded facilities would be needed to maintain acceptable service levels. Thus, the project would have no impact to law enforcement services.

3. Would the project increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels?





The proposed project does not involve the construction of any permanent or temporary residential facilities that would increase the use of existing park facilities such that substantial physical deterioration of the facilities would occur or be accelerated or that new or expanded park facilities would be needed to maintain acceptable service levels.

A portion of the project site has a General Plan designation of Park. The site is currently vacant and is not subject to a park plan. The proposed use is a temporary use (five years maximum) that does not include permanent structures. The project does not preclude the future use of the site for park facilities or any other land use. Thus, the project would have no impact to existing park facilities.

4. Would the project increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated?

The proposed project does not involve the construction of any permanent or temporary residential facilities that would increase the need for or use of existing library or other community facilities such that substantial physical deterioration of the facilities would occur or be accelerated. Thus, the project would have no impact to library or other community facilities.

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**Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

**Mitigation Measures**

None required.

**Significance Determination After Mitigation**

No impact to mineral resource recovery would occur as a result of implementing the Project.

## TRANSPORTATION AND CIRCULATION

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

1. Would the project cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections) based on adopted City of Oxnard level of service (LOS) standards?



Items 1 and 2. The Port of Hueneme is requesting a Special Use Permit to operate a temporary vehicle storage lot for a maximum of five years. A Traffic Impact Study was prepared to evaluate the project related impacts to traffic (Associated Transportation Engineers, dated August 29, 2018). The proposed vehicle storage lot would provide 4,944 vehicle storage spaces. A maximum of 76 vehicles will be transported to and from the Port to the storage lot per day for approximately 18 days of every month. There will be no vehicles trucked to or from the site. The car storage lot will operate Monday through Saturday between the hours of 6:00 A.M. and 4:00 P.M. The car storage lot will employ two security guards, six vehicle drivers and one shuttle van driver. The six vehicle drivers will report to the Port to pick-up the vehicles to be driven to the storage lot. A van will shuttle the vehicle drivers back to the Port to pick-up additional vehicles. The entire process (driving from one site to the other and returning to the site) takes approximately 20 minutes.

Trip generation estimates that were developed for the Project are based on operational data provided by the applicant. The data provided for the site operations is reviewed below.

**Employees.** The facility will be staffed by nine employees which include two security guards, one shuttle van driver and six vehicle drivers. Employees would arrive before the 7:00 - 9:00 A.M. peak commute period. The six vehicle drivers will report to the Port to pick-up the vehicles to be driven to the storage lot. A van will shuttle the vehicle drivers back to the Port to pick-up additional vehicles and return the vehicle drivers to the Port at the end of the day.

**Vehicles.** The facility receives a maximum of 76 imported vehicles per day. These vehicles will be shuttled from the Port to the site for approximately 18 days of every month.

Table 1 presents the weekday trip generation estimates developed for the Project based on the day operational data presented above. To account for the employee morning (home to work) and afternoon (work to home) trips Table 1 also includes trips related to both the Port and the storage lot.

**Table 1  
Project Weekday Trip Generation Estimates**

Land Use	Number	Daily Trips	A.M. Peak Hour	P.M. Peak Hour
			Trips (In/Out)	Trips (In/Out)
<b>Proposed operations</b>				
Employees	9		-	-
- Shuttle Van Driver	1	2	0 (0/0)	1 (0/1)
- Vehicle Drivers	6	12	0 (0/0)	6 (0/6)
-Security Guards	2	4	0 (0/0)	0 (0/0)
-Import Vehicles <sup>(a)</sup>	76	76	18 (18/0)	0 (0/0)
-Shuttle Van Trips	1	26	6 (3/3)	0(0/0)

<b>Total Trip Generation:</b>	120	24 (21/3)	7 (0/7) <sup>(b)</sup>
ATE report, August 29, 2018 (a) Import 76 vehicles per day for 18 days of each month (b) Employee Work to Home trips from the Port			

The data presented in Table 1 indicate that the Port of Hueneme Temporary Vehicle Storage facility would generate 120 daily trips, 24 A.M. peak hour trips and 7 P.M. peak hour trips.

The trip generation analysis completed for the project indicates that the project would generate 120 daily trips, which includes 24 A.M. and 7 P.M. peak hour trips. None of the intersections along the proposed vehicle route currently operate at a below-acceptable level of service, which is Level of Service C. Given the low volume of project generated traffic, the project would not result in an intersection operating below an acceptable level of service. Thus, based on the City's current impact thresholds the project would have a less than significant impact to traffic.

2. Would the project exceed, either individually or cumulatively, and LOS standard established by the Ventura County Congestion Management Program (CMP) for designated roads or highways?

The trip generation analysis completed for the Project indicates that the proposed Port of Hueneme Temporary Vehicle Storage SUP would generate 120 daily trips, 24 A.M. and 7 P.M. peak hour trips. None of the intersections along the proposed vehicle route currently operate at a below-acceptable level of service. Given the low volume of project generated traffic, the project would not result in any intersection to operate at a below-acceptable level of service. Thus, based on the City's current impact thresholds the project would have a less than significant impact to traffic.

3. Would the project 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?

The project is not located within the immediate vicinity of an airport. Thus, the project would not result in a change in air traffic patterns, and would have no impact to air traffic.

4. Would the project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

The project does not include design features (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) that could result in hazards. The project will have direct access from Perkins Road. The project will be compatible with the adjacent light industrial uses along Hueneme Road. Thus, the project would have no impact to traffic as a result of design features or incompatible uses.

5. Would the project result in inadequate emergency access?

The proposed project would have emergency access from the main entrance directly from Perkins Road and also from an emergency access gate located on Hueneme Road at the intersection of Hueneme Road and Saviers

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Road. According to the Fire Marshall, the project access would be adequate for emergency access. Thus, the project would have no impact to emergency access.

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6. Would the project conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

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The proposed project is a temporary project (the use would occur for a maximum of five years) that does not include permanent structures. The project site would not be open to the public. As such, the project site would not require improvements related to alternative transportation. Thus, the project would have no impact to alternative transportation.

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### **Significance Determination**

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### **Mitigation Measures**

None required.

### **Significance Determination After Mitigation**

No impact to mineral resource recovery would occur as a result of implementing the Project.

## UTILITIES AND ENERGY

Potentially  
Significant  
Impact

Less Than  
Significant  
Impact with  
Mitigation  
Incorporated

Less Than  
Significant  
Impact

No  
Impact

With respect to Utilities:

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

Items 1-8. The proposed project requires water for the maintenance of the landscape screening along the perimeter of the site. The site is currently within the service area of supported by Calleguas Municipal Water District. The existing water supply is adequate for the landscape maintenance. Thus, the project would not need new or expanded water supply entitlements that are not anticipated in the current Urban Water Management Plan.

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

The proposed project includes a portable restroom that will be serviced by the provider. The employees will also have access to a restroom at the Port. The one restroom will be adequate for the nine employees. Thus, the project would not require additional wastewater conveyance or treatment capacity, and the project would have no impact related to wastewater.

3. Would the project generate solid waste that would exceed the permitted capacity of a landfill serving the City?

The proposed project would not generate solid waste beyond the amounts typically generated by a residence. The project would not require commercial trash service, and would rely on residential trash service. The residential trash service would not exceed the permitted capacity of a local landfill. Thus, the project would have no impact to solid waste.

4. Would the project conflict with federal, state, or local statutes or regulations related to solid waste?

The Environmental Resources Division is developing a Zero Waste strategic plan that will serve as a roadmap to reduce waste going to the landfill, increase reuse, and recycling opportunities, generate clean energy, and explore new policies and technologies in order to conserve natural resources and reduce greenhouse gas emissions. Thus, the project would not conflict with any statutes or regulations related to solid waste, and would have no impact to solid waste.

With respect to Energy:

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

The project would use best management practices during construction and operations. Additionally, the project would comply with Title 24 of the California Code of Regulations for energy efficiency. Thus, the project would not involve wasteful energy, and the project would have no impact related to energy efficiency.

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

The project includes the use of electricity to power the lights and the use of water to maintain the landscaping. The project site has existing utilities that are adequate for the project. Thus, the project would not need additional energy facilities, and would have no impact on energy facilities.

7. Would the project be inconsistent with existing energy standards?

The project would use best management practices during construction and operations. Additionally, the project would comply with Title 24 of the California Code of Regulations for energy efficiency. Thus, the project would be consistent with existing energy standards, and the project would have no impact related to energy.

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

The proposed project is a temporary project that will occur for a maximum of five years. The temporary nature of the project would not preempt future development, or inhibit the future use of energy. Thus, the project would have no impact to renewable energy.

### Significance Determination

No impact based on review of the Oxnard Municipal Code, 2030 General Plan, existing setting, and site plan.

### Mitigation Measures

None required.

### Significance Determination After Mitigation

No impact to mineral resource recovery would occur as a result of implementing the Project.

## CUMULATIVE IMPACTS

1. Would cumulative impact of the project in combination with the impacts of past, present, and reasonably foreseeable future projects exceed a City significance threshold?





The proposed project is temporary in nature and in combination with the impacts of past, present, and reasonably foreseeable future, would not exceed a City significance threshold. permanently commit any resources with the impacts or past, present, and reasonably foreseeable future projects to exceed City significance thresholds.

2. If so, would the project's contribution to the significant cumulative impact be cumulatively considerable?





The proposed Project would not contribute to any cumulative impact considered to be cumulatively considerable.

## Special Conditions Section

### Summary of Potentially Significant Effects Unless Mitigation Is Incorporated

#### Biological Resources

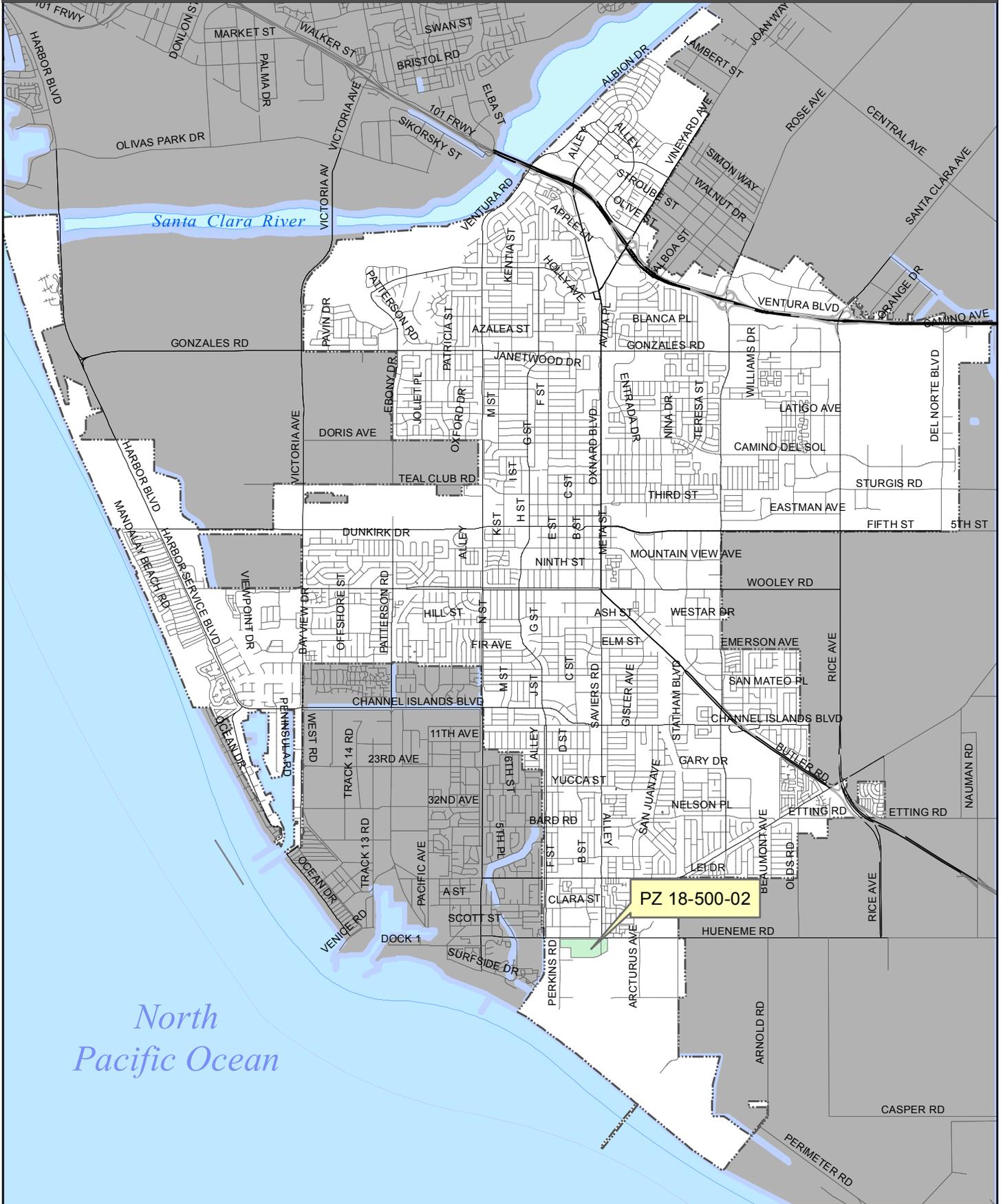
##### **Mitigation Measure Bio -1 (Nesting Birds):**

To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31), if practicable. If grading and/or construction activities must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. The findings of the pre-construction survey shall be submitted for review and approval by the Planning Manager prior to grading and/or construction, whichever occurs first. The nesting bird pre-construction survey shall be conducted on-foot inside the project site and include a 50-foot buffer adjacent to the project site and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. Selection of the biologist shall be subject to the approval of the Planning Manager. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathe, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.

**ATTACHMENT  
B**

**VICINITY MAP**

# Vicinity Map

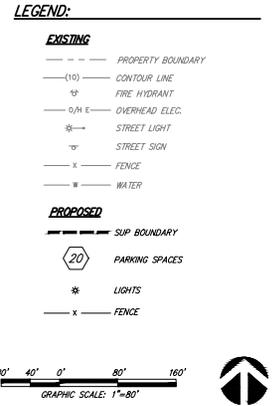
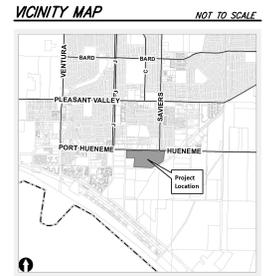
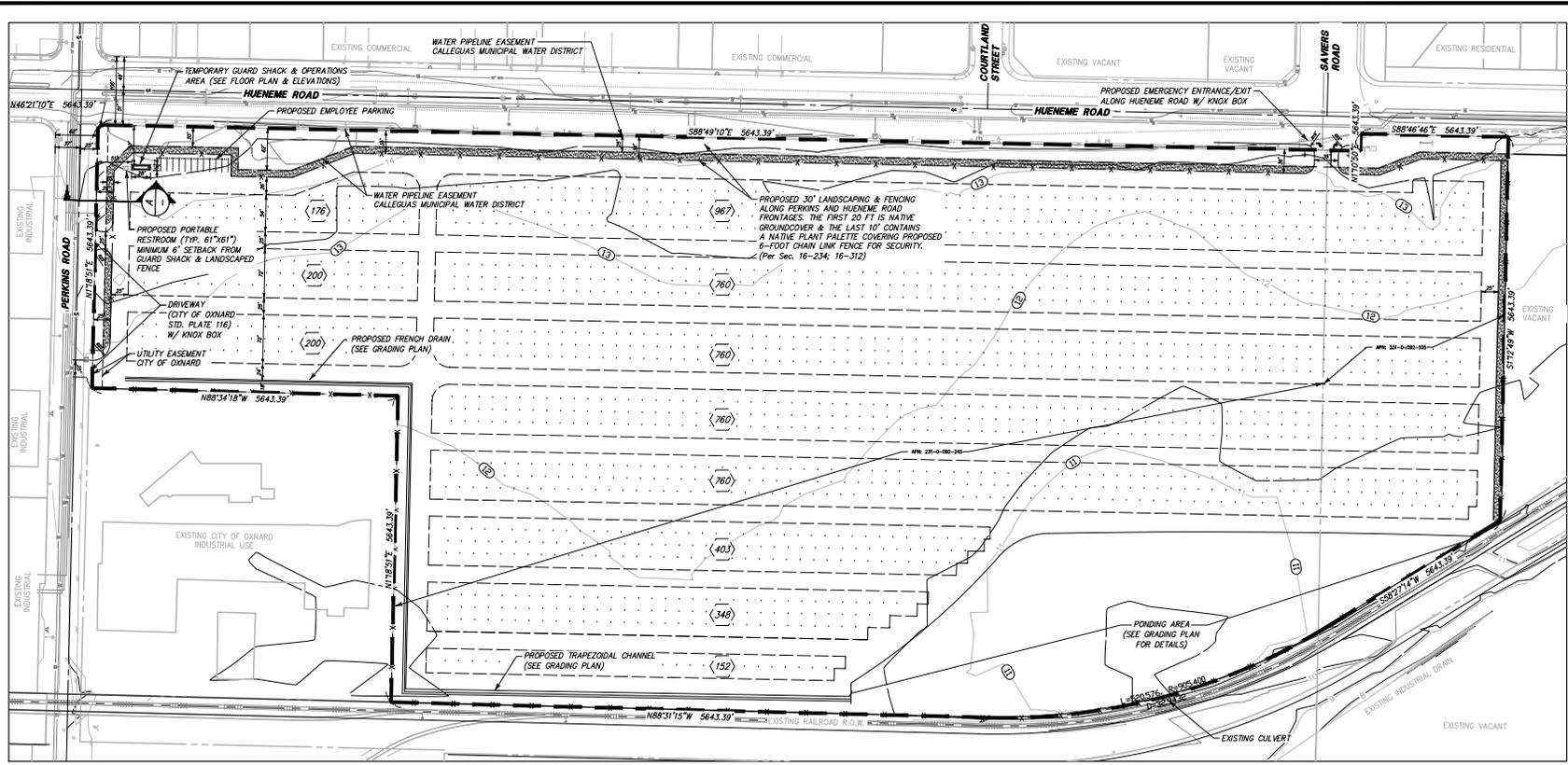


PZ 18-500-02



**ATTACHMENT  
C**

**REDUCED PROJECT PLANS**



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

**PRELIMINARY LAND USE DATA**

**A. PROJECT LOCATION & PROPERTY INFORMATION**

APN: 231-0-092-105; 231-0-092-245  
 LOT SIZE: 29.66 AC 4.04 AC

GENERAL PLAN: ILT PRK  
 ZONING: M-1-PD M-1-PD

**B. EXISTING SURROUNDING LAND USES**

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

**C. EXISTING AREAS**

SQUARE FEET	ACRES	PERCENTAGE
1. BUILDING COVERAGE:	0	0.00%
2. PAVED AREA:	0	0.00%
3. LANDSCAPE AREA:	23,005	0.53
4. TOTAL LAND AREA:	1,467,875	33.7

**D. PROPOSED SPECIAL USE PERMIT BOUNDARY**  
 AREA: 33.7 ACRES

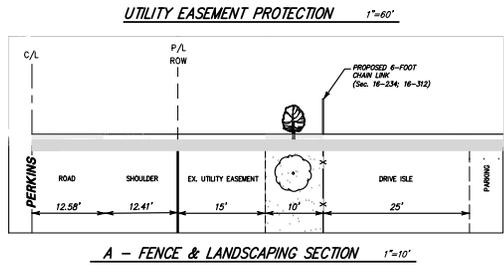
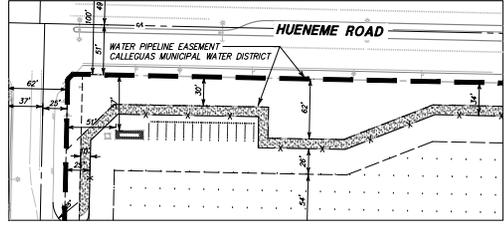
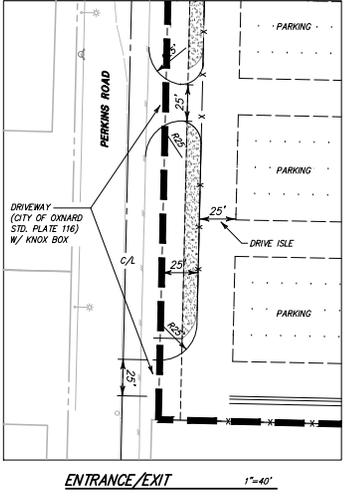
**E. PROPOSED PARKING SPOTS**  
 PROPOSED EMPLOYEE DEDICATED PARKING: 12 SPACES  
 PROPOSED VEHICLE STORAGE PARKING: 4,944 SPACES (180 SPACES/ACRE) (5,486 SPACES X 90% PARKING EFFICIENCY)

**\*ASSUMES:**

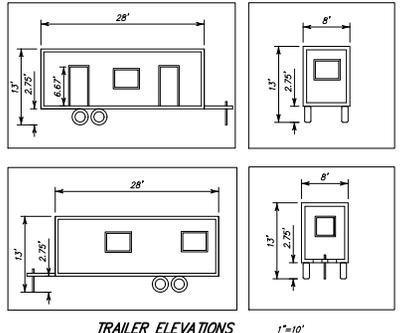
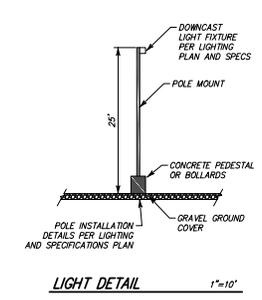
- EACH SPACE REQUIRES 8'X18'
- ALL DRIVE AISLES ARE MINIMUM 25' WIDE
- 189 SPACES PER ACRE
- USING 8'X18' SPACES, PARKING AVAILABLE IS 5,486 SPACES. THERE IS A 90% PARKING SPACE EFFICIENCY CALCULATION (THIS ALLOWS 160 SPACES/ACRE)
- USABLE PARKING AREAS IS 27.47 ACRES

**F. PROPOSED STRUCTURES**

TEMPORARY GUARD SHACK TRAILER	240 S.F.	0.02% BUILDING COVERAGE
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**PROPOSED LIGHTING PLAN & FIXTURES**  
 \* see Photometric Study and Specifications sheet



**JENSEN ENGINEERING & ARCHITECTURE, INC.**  
 www.jensengroup.com

1672 DONLON STREET  
 VENTURA, CALIF. 93003  
 PHONE: 805/854-8977  
 FAX: 805/854-8976

SCALE: 1" = 80'  
 DATE: 11/2/2018  
 JLN: HUE25815  
 DWG. NAME: 5818 SLIP.dwg

**SPECIAL USE PERMIT**  
**AUTO STORAGE AT PERKINS & HUENEHME**  
**PORT OF HUENEHME**

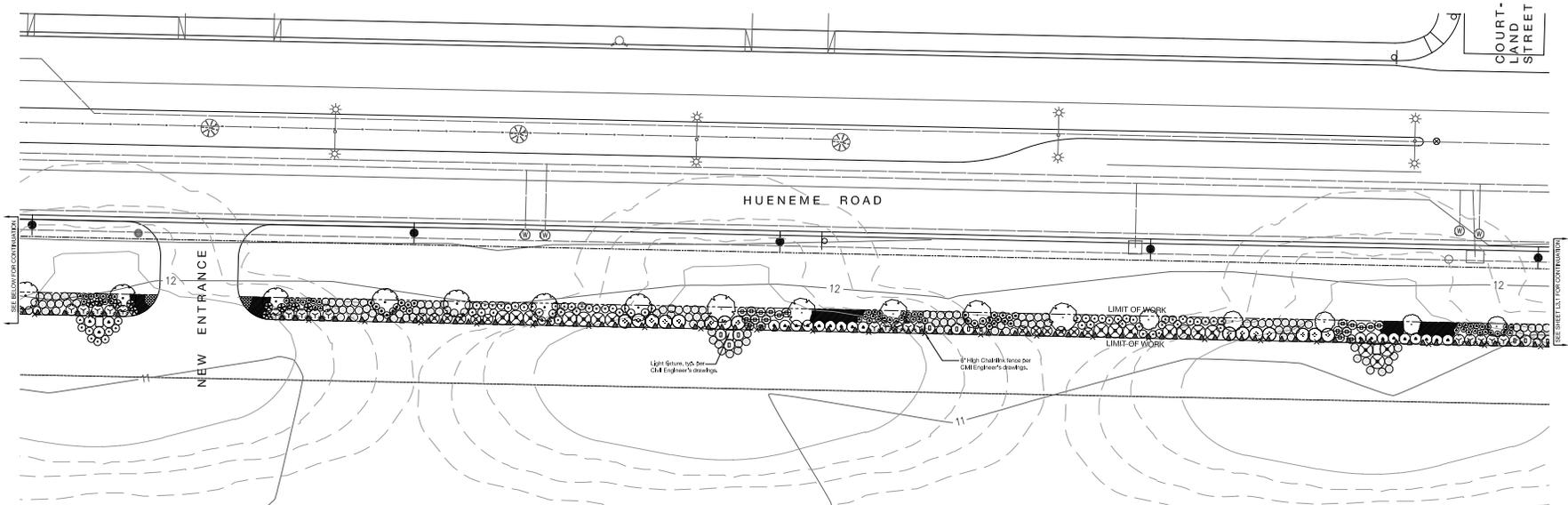
Huenehme Rd & Perkins Rd  
 City of Oxnard

COUNTY OF VENTURA STATE OF CALIFORNIA

**SHEET**  
**1**  
**OF 1**







**Trees**

Botanical Name	Common Name	Quant.	Size	Notes
<i>Hesperomeles arbutifolia</i>	Tayler	30	10 Gal	Natural form.
<i>Prunus biflora sub. boreal</i>	Hillbark Cherry	22	15 Gal	Natural form.
<i>Sambucus nigra sub. caerulea</i>	Elderberry	22	5 Gal	Natural form.

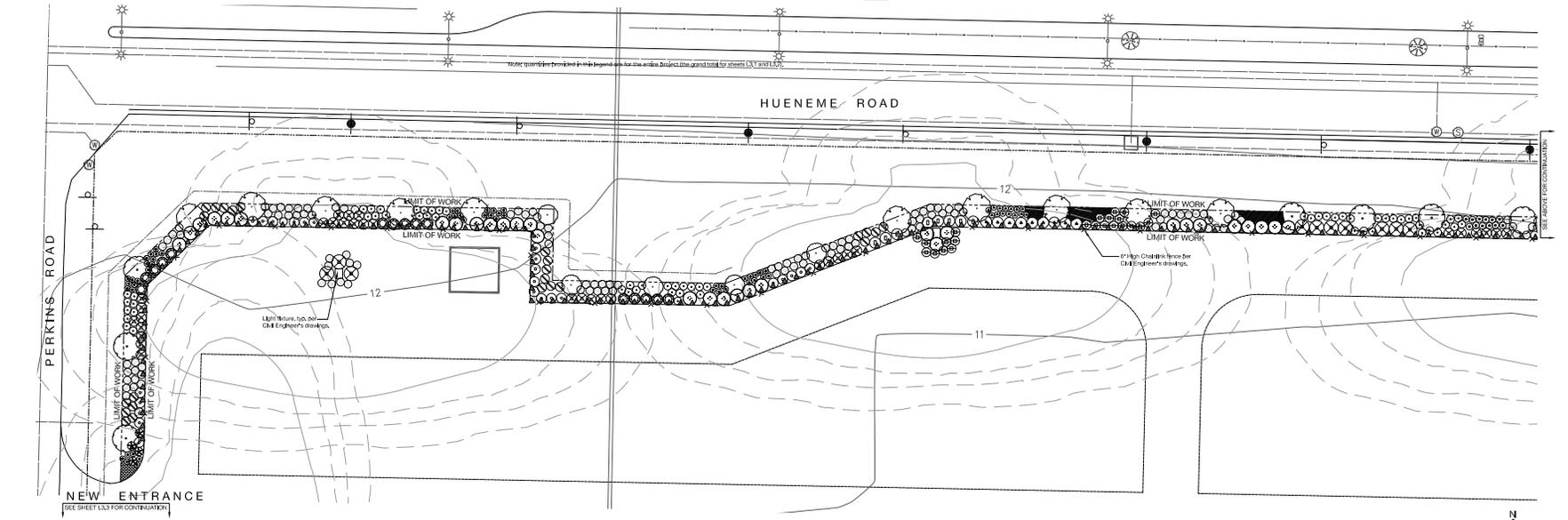
**Shrubs and Groundcovers**

Botanical Name	Common Name	Quant.	Size	Notes
<i>Artemisia californica</i>	California Sagebrush	130	1 Gal	-
<i>Artemisia tridentata</i>	Saltbush	79	5 Gal	-
<i>Artemisia californica</i>	Coyote Bush	27	5 Gal	-
<i>Calystegia macrostegia</i>	California Morning Glory	262	1 Gal	Wedge into into fence by hand. Alternate with <i>Conium maculatum</i> and/or <i>Solanum elaeagnifolium</i> .
<i>Calystegia macrostegia</i>	California Morning Glory	470	5 Gal	Wedge into into fence by hand. Alternate with <i>Conium maculatum</i> and/or <i>Solanum elaeagnifolium</i> .
<i>Ceanothus ciliatus</i>	Greenback Ceanothus	46	5 Gal	-
<i>Eriodictyon californicum</i>	Coast Sunflower	87	5 Gal	-
<i>Erigeron strigosus</i>	Coastal Buckwheat	67	1 Gal	-
<i>Isaroides squarrosa</i>	Sevenoak Goldenbush	36	1 Gal	-

<i>Hesperoyucca whipplei</i>	California Yucca	21	5 Gal	Plant on top of 6" high raised rim around and do not irrigate.
<i>Leymus condensatus</i>	Wild Ryegrass	300	1 Gal	-
<i>Muhlenbergia rigens</i>	Deer Grass	487	1 Gal	-
<i>Rhamnus californica</i>	California Coffeeberry	69	15 Gal	-
<i>Rhus integrifolia</i>	Lemonade Berry	85	5 Gal	-
<i>Salvia leucophylla</i>	Purple Sage	43	5 Gal	-
<i>Salvia mellifera</i>	Black Sage	35	5 Gal	-
<i>Sisymbrium irio</i>	Chesnut Hedgehog	103	1 Gal	-
<i>Zauschneria californica</i>	California Fuchsia	155	1 Gal	-

**Shrubs, Groundcovers and Perennials (Hatched Areas)**

Botanical Name	Common Name	SF	Size	Notes
<i>Achillea millefolium</i>	Yarrow	192 SF	1 Gal	Plant @ 24" O.C.
<i>Erigeron strigosus</i>	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.



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

Drawn By: EC  
NAME DATE  
EC 11/16/2018

Title:  
**Planting Plan**

Sheet Number:  
**L3.2**

Drawing Name: C:\Users\jckiel\OneDrive\Documents\Projects\Auto Storage at Perkins Road and Huene Road\Construction\Drawings\Planting Plan\_L3.2.dwg, 11/16/2018, 10:25 AM





KIESEL + DESIGN  
Landscape Architecture  
422 East Main Street  
Ventura, CA 93001  
(805) 947-0730  
Jack@KieselDesign.com  
CLF 5206

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

Revisions:  
# NAME DATE

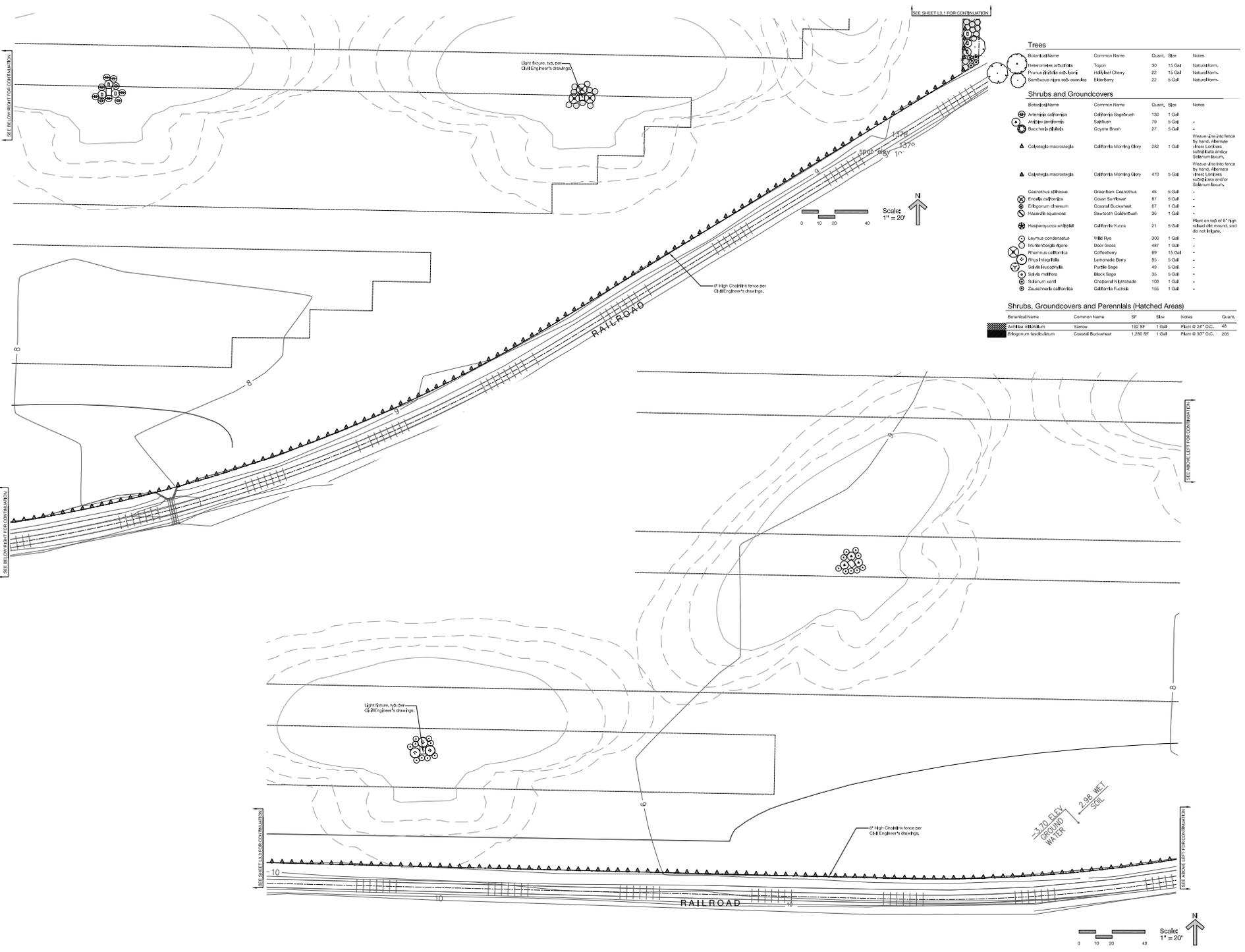


Type: Construction Drawings  
Submitted Date:  
November 16th, 2018

Drawn By:  
# NAME DATE  
EC 11/16/2018

Title:  
Planting Plan

Sheet Number:  
L3.4



**Trees**

Botanical Name	Common Name	Quant.	Size	Notes
<i>Hesperomicon arbutifolius</i>	Troyan	30	15 Gal	Natural Form.
<i>Prunus pennsylvanica</i>	Hollyleaf Cherry	22	15 Gal	Natural Form.
<i>Sambucus nigra</i> var. <i>coarctata</i>	Blackberry	22	5 Gal	Natural Form.

**Shrubs and Groundcovers**

Botanical Name	Common Name	Quant.	Size	Notes
<i>Artemisia californica</i>	California Sagebrush	130	1 Gal	-
<i>Artemisia tridentata</i>	Sagebrush	79	5 Gal	-
<i>Encelia californica</i>	Coyote Bush	27	5 Gal	-
<i>Calystegia macrostegia</i>	California Monkey Gilly	250	1 Gal	Waves 4' to 6' fence by hand. Alternate with Larkspur submittal only. Solum Room.
<i>Calystegia macrostegia</i>	California Monkey Gilly	470	5 Gal	Waves 4' to 6' fence by hand. Alternate with Larkspur submittal only. Solum Room.
<i>Ceanothus ciliolobus</i>	Greenback Ceanothus	46	5 Gal	-
<i>Encelia californica</i>	Coast Sunflower	87	5 Gal	-
<i>Eriogonum elaeagnifolium</i>	Coastal Buckwheat	67	1 Gal	-
<i>Hebe x exoniensis</i>	Seaside Hebe	36	1 Gal	-
<i>Hesperoyucca whipplei</i>	California Yucca	21	5 Gal	Plant on top of 6' High raised bed mound, and do not irrigate.
<i>Laymus condensatus</i>	Wild Pige	300	1 Gal	-
<i>Malvastrum affine</i>	Deer Grass	487	1 Gal	-
<i>Rhamnus californica</i>	Coffeeberry	69	15 Gal	-
<i>Rhus fragilis</i>	Lemonade Berry	85	5 Gal	-
<i>Sida acuta</i>	Purple Sage	43	5 Gal	-
<i>Sida acuta</i>	Black Sage	35	5 Gal	-
<i>Crataegus sphaerocarpa</i>	Crataegus	103	1 Gal	-
<i>Zauschneria californica</i>	California Fuchsia	156	1 Gal	-

**Shrubs, Groundcovers and Perennials (Hatched Areas)**

Botanical Name	Common Name	SF	Size	Notes	Quant.
<i>Sida acuta</i>	Yellow	192 SF	1 Gal	Plant @ 24" O.C.	48
<i>Eriogonum fasciculatum</i>	Coastal Buckwheat	1,280 SF	1 Gal	Plant @ 30" O.C.	205

3.12 FEET  
GROUND  
WATER  
298 NET  
SOIL

**ATTACHMENT  
D  
AIR EMISSION MODELING**

Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

**Port 34 Acres Project- Trips Per Day ROG and NOx  
Ventura County APCD Air District, Summer**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	33.70	Acre	33.70	1,467,972.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	8			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Construction Phase - not including construction as project is for a parking lot and very minor grading to add gravel to lot

Vehicle Trips - 102 operational trips (shuttle plus vehicles) + 16 employee commuter trips (8 staff not on-site at all times).

Fleet Mix - 76/118 trips new cars, 26/118 shuttle van, 16/118 employee commutes

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	35.00	0.00
tblConstructionPhase	NumDays	500.00	0.00
tblConstructionPhase	NumDays	30.00	0.00

## Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

tblConstructionPhase	NumDays	45.00	0.00
tblConstructionPhase	NumDays	35.00	0.00
tblConstructionPhase	NumDays	20.00	0.00
tblConstructionPhase	PhaseEndDate	7/19/2021	5/31/2021
tblConstructionPhase	PhaseEndDate	4/12/2021	5/13/2019
tblConstructionPhase	PhaseEndDate	2/11/2019	12/31/2018
tblConstructionPhase	PhaseEndDate	5/13/2019	3/11/2019
tblConstructionPhase	PhaseEndDate	5/31/2021	4/12/2021
tblConstructionPhase	PhaseEndDate	3/11/2019	2/11/2019
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.57	0.78
tblFleetMix	LDT1	0.04	0.22
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.8410e-003	0.00
tblFleetMix	MCY	4.0620e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	1.8510e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.1170e-003	0.00
tblFleetMix	SBUS	3.6700e-004	0.00
tblFleetMix	UBUS	9.5800e-004	0.00
tblGrading	AcresOfGrading	0.00	112.50
tblVehicleTrips	CC_TL	7.30	2.20
tblVehicleTrips	CNW_TL	7.30	2.20
tblVehicleTrips	CNW_TTP	0.00	100.00
tblVehicleTrips	CW_TL	9.50	2.20

## Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	118.00
tblVehicleTrips	SU_TR	0.00	118.00
tblVehicleTrips	WD_TR	0.00	118.00

## 2.0 Emissions Summary

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## Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

---

#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	12/31/2018	5	0	0
2	Site Preparation	Site Preparation	2/12/2019	2/11/2019	5	0	
3	Grading	Grading	3/12/2019	3/11/2019	5	0	
4	Building Construction	Building Construction	5/14/2019	5/13/2019	5	0	
5	Paving	Paving	4/13/2021	4/12/2021	5	0	
6	Architectural Coating	Architectural Coating	6/1/2021	5/31/2021	5	0	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 33.7**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 88,078 (Architectural Coating – sqft)**

#### OffRoad Equipment

## Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT





















Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>							

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.5750	2.6222														
Unmitigated	5.5750	2.6222														

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	3,976.60	3,976.60	3,976.60	3,184,461	3,184,461
Total	3,976.60	3,976.60	3,976.60	3,184,461	3,184,461

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	2.20	2.20	2.20	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.780000	0.220000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N





Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2796															
Consumer Products	0.5200															
Landscaping	3.3000e-004	3.0000e-005														
<b>Total</b>	<b>0.7999</b>	<b>3.0000e-005</b>														

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.2796															
Consumer Products	0.5200															
Landscaping	3.3000e-004	3.0000e-005														
<b>Total</b>	<b>0.7999</b>	<b>3.0000e-005</b>														

**7.0 Water Detail**

Port 34 Acres Project- Trips Per Day ROG and NOx - Ventura County APCD Air District, Summer

---

**7.1 Mitigation Measures Water****8.0 Waste Detail**

---

**8.1 Mitigation Measures Waste****9.0 Operational Offroad**

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

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

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

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

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Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**Port 34 Acres Project- Trips Per Day GHGs  
Ventura County APCD Air District, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Other Non-Asphalt Surfaces	33.70	Acre	33.70	1,467,972.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	31
<b>Climate Zone</b>	8			<b>Operational Year</b>	2019
<b>Utility Company</b>	Southern California Edison				
<b>CO2 Intensity (lb/MW hr)</b>	702.44	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Construction Phase - not including construction as project is for a parking lot and very minor grading to add gravel to lot

Vehicle Trips - 102 operational trips (shuttle plus vehicles) + 16 employee commuter trips (8 staff not on-site at all times).

Fleet Mix - 76/118 trips new cars, 26/118 shuttle van, 16/118 employee commutes

## Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

Table Name	Column Name	Default Value	New Value
tblFleetMix	HHD	0.02	0.00
tblFleetMix	LDA	0.57	0.78
tblFleetMix	LDT1	0.04	0.22
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.8410e-003	0.00
tblFleetMix	MCY	4.0620e-003	0.00
tblFleetMix	MDV	0.12	0.00
tblFleetMix	MH	1.8510e-003	0.00
tblFleetMix	MHD	0.02	0.00
tblFleetMix	OBUS	1.1170e-003	0.00
tblFleetMix	SBUS	3.6700e-004	0.00
tblFleetMix	UBUS	9.5800e-004	0.00
tblGrading	AcresOfGrading	0.00	112.50
tblVehicleTrips	CC_TL	7.30	2.20
tblVehicleTrips	CNW_TL	7.30	2.20
tblVehicleTrips	CNW_TTP	0.00	100.00
tblVehicleTrips	CW_TL	9.50	2.20
tblVehicleTrips	PR_TP	0.00	100.00
tblVehicleTrips	ST_TR	0.00	118.00
tblVehicleTrips	SU_TR	0.00	118.00
tblVehicleTrips	WD_TR	0.00	118.00

## 2.0 Emissions Summary

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Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019																1,282.579 3
2020																1,651.953 4
2021																503.9118
<b>Maximum</b>																<b>1,651.953 4</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2019																1,282.578 8
2020																1,651.953 1
2021																503.9116
<b>Maximum</b>																<b>1,651.953 1</b>

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																6.4000e-004
Energy																0.0000
Mobile																1,027.6772
Waste																0.0000
Water																0.0000
<b>Total</b>																<b>1,027.6778</b>

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area																6.4000e-004
Energy																0.0000
Mobile																1,027.6772
Waste																0.0000
Water																0.0000
<b>Total</b>																<b>1,027.6778</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2019	2/11/2019	5	30	0
2	Site Preparation	Site Preparation	2/12/2019	3/11/2019	5	20	
3	Grading	Grading	3/12/2019	5/13/2019	5	45	
4	Building Construction	Building Construction	5/14/2019	4/12/2021	5	500	
5	Paving	Paving	4/13/2021	5/31/2021	5	35	
6	Architectural Coating	Architectural Coating	6/1/2021	7/19/2021	5	35	

**Acres of Grading (Site Preparation Phase): 0**

**Acres of Grading (Grading Phase): 112.5**

**Acres of Paving: 33.7**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 88,078 (Architectural Coating – sqft)**

**OffRoad Equipment**

## Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

































Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**3.7 Architectural Coating - 2021**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling																0.0000
Vendor																0.0000
Worker																14.4323
<b>Total</b>																<b>14.4323</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated																1,027.677 2
Unmitigated																1,027.677 2

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Other Non-Asphalt Surfaces	3,976.60	3,976.60	3,976.60	3,184,461	3,184,461
Total	3,976.60	3,976.60	3,976.60	3,184,461	3,184,461

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Other Non-Asphalt Surfaces	2.20	2.20	2.20	0.00	0.00	100.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Other Non-Asphalt Surfaces	0.780000	0.220000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000	0.000000

5.0 Energy Detail

Historical Energy Use: N



Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
Other Non-Asphalt Surfaces	0																	0.0000
<b>Total</b>																		<b>0.0000</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Other Non-Asphalt Surfaces	0				0.0000
<b>Total</b>					<b>0.0000</b>



Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating																	0.0000
Consumer Products																	0.0000
Landscaping																	6.4000e-004
<b>Total</b>																	<b>6.4000e-004</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
SubCategory	tons/yr										MT/yr						
Architectural Coating																	0.0000
Consumer Products																	0.0000
Landscaping																	6.4000e-004
<b>Total</b>																	<b>6.4000e-004</b>

**7.0 Water Detail**

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated				0.0000
Unmitigated				0.0000

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				0.0000
<b>Total</b>					<b>0.0000</b>

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Other Non-Asphalt Surfaces	0 / 0				0.0000
<b>Total</b>					<b>0.0000</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated				0.0000
Unmitigated				0.0000

Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				0.0000
<b>Total</b>					<b>0.0000</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Other Non-Asphalt Surfaces	0				0.0000
<b>Total</b>					<b>0.0000</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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## Port 34 Acres Project- Trips Per Day GHGs - Ventura County APCD Air District, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

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

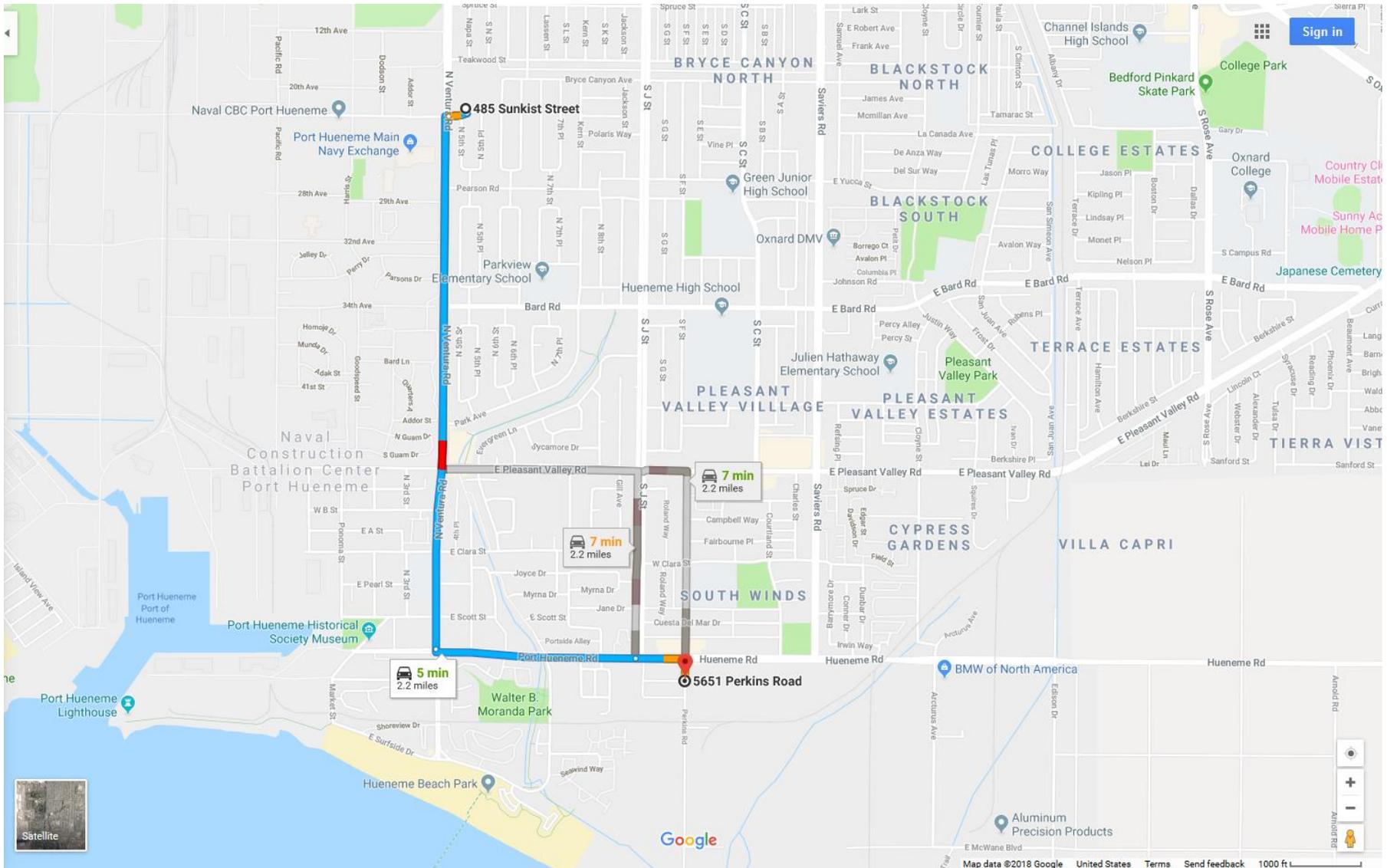
Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
----------------	--------	----------------	-----------------	---------------	-----------

**User Defined Equipment**

Equipment Type	Number
----------------	--------

**11.0 Vegetation**

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Sign in

485 Sunkist Street

7 min  
2.2 miles

7 min  
2.2 miles

5 min  
2.2 miles

5651 Perkins Road



Google

**ATTACHMENT  
E  
APPLICANT AGREEMENT TO MITIGATION MEASURES**

## Development Services

Planning Division  
214 South C Street  
Oxnard, California 93030  
(805) 385-7858  
Fax (805) 385-7417



December 12, 2018

Christina Birdsey  
The Port of Hueneme  
333 Ponomo Street  
Port Hueneme, California 93044

RE: Initial Study and Mitigated Negative Declaration (MND 18-02)  
Planning and Zoning Permit No. 18-500-02 (Special Use Permit)

Dear Christina Birdsey:

In accordance with the California Environmental Quality Act (CEQA), staff has evaluated your proposed project for potential environmental impacts. Although the project could have a significant effect on the environment, mitigation measures have been identified which will reduce the potential impacts to less than significant levels. Therefore, it is determined that the proposed project may be evaluated with a mitigated negative declaration, which indicates the project will not have a negative impact on the environment as long as certain mitigation measures are fulfilled.

Enclosed please find the initial study/mitigated negative declaration and a sample letter agreeing to the mitigation measures. Please review these documents carefully and submit the following items:

1. The signed letter (copied or retyped on your letterhead) agreeing to the mitigation measures.
2. A check in the amount of \$2,280.75 (payable to the County of Ventura) for filing of a Mitigated Negative Declaration/Negative Declaration.
3. A check in the amount of \$50.00 (payable to the County of Ventura) for posting the Notice of Determination.
4. Three sets of the most current (i.e. within 6 months) 300-foot property owners list, along with an updated Public Notice Affidavit.

Once I receive your written agreement to the mitigation measures, I can then release the document for the required 30-day public review period. If you have any questions or need additional information regarding this matter, please call me at (805) 385-3948.

Sincerely,

A handwritten signature in black ink, appearing to read "Jay Dobrowalski". The signature is fluid and cursive, with a large initial "J" and "D".

JAY DOBROWALSKI  
Associate Planner

PLANNING DIVISION  
214 SOUTH C STREET  
OXNARD, CALIFORNIA 93030



## MITIGATED NEGATIVE DECLARATION NO. 18-02

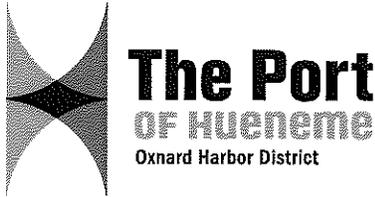
On the basis of an Initial Study, and in accordance with Section 15070 of the California Code of Regulations, the Planning Division has determined that there is no substantial evidence that the proposed project may have a significant effect on the environment:

Planning and Zoning Permit No. PZ18-500- 02 (Special Use Permit): A request to operate for a period of five (5) years an outdoor vehicle storage facility on a 33.7-acre site comprised of two lots (29.66 acres & 4.04-acres) on property located at the southeastern corner of the intersection of Hueneme and Perkins Roads (Assessor's Parcel Numbers: 231-0-092-245 and -105). Proposed development includes a guard house, perimeter lighting, perimeter fencing with landscaping, drainage improvements and a gravel base for vehicle parking. Filed by: The Port of Hueneme, Attention: Christina Birdsey, 333 Ponomo Street, Port Hueneme, California 93044.

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:

- Biological Resources

Environmental Impact	Potentiality of Significant Mitigation	Recommended Mitigation Measure	Significance After Mitigation	Responsible Party
<p>Biological Resources</p>	<p>Potentially Significant Impact</p>	<p><b>Bio-1 Nesting Birds:</b>            To avoid disturbance of nesting and special-status birds, including raptor species protected by the MBTA and CFGC, activities related to the project including, but not limited to, vegetation removal, ground disturbance, and construction and demolition shall occur outside of the bird breeding season (February 1 through August 31), if practicable. If grading and/or construction activities must begin during the breeding season, then a pre-construction nesting bird survey shall be conducted no more than seven days prior to initiation of ground disturbance and vegetation removal activities. The findings of the pre-construction survey shall be submitted for review and approval by the Planning Manager prior to grading and/or construction, whichever occurs first. The nesting bird pre-construction survey shall be conducted on-foot inside the project site and include a 50-foot buffer adjacent to the project site and in inaccessible areas (e.g., private lands) from afar using binoculars, to the extent practicable. The survey shall be conducted by a biologist familiar with the identification of avian species known to occur in southern California. Selection of the biologist shall be subject to the approval of the Planning Manager. If nests are found, an avoidance buffer (dependent upon the species, the proposed work activity, and existing disturbances associated with land uses outside of the site) shall be determined and demarcated by the biologist with bright orange construction fencing, flagging, construction lathes, or other means. All construction personnel shall be notified as to the existence of the buffer zone and to avoid entering the buffer zone during the nesting season. No ground-disturbing activities shall occur inside this buffer until the avian biologist has confirmed that breeding/nesting is complete and the young have fledged the nest. Encroachment into the buffer shall occur only if authorized by the qualified biologist, who shall monitor activities to ensure that nesting birds are not adversely affected.</p>	<p>Less Than Significant Impact</p>	<p>Planning Manager and Qualified Biologist</p>



BOARD OF HARBOR COMMISSIONERS

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PORT MANAGEMENT

Kristin Decas CEO & Port Director

Foreign Trade Zone #205



December 13, 2018

The Port of Hueneme  
Andrew Palomares  
333 Ponomo Street  
Port Hueneme, California 93044

Re: Initial Study and Mitigated Negative Declaration (MND 18-02)  
Planning and Zoning Permit No. 18-500-02 (Special Use Permit)

To: Planning Division Manager, City of Oxnard, CA

Pursuant to Section 15070 (Negative or Mitigated Negative Declaration Process) of the State Guidelines implementing the California Environmental Quality Act, I/we, acting as agents for the property owner/developer, hereby agree to all of the following:

- 1) The draft initial study identifies potentially significant effects from the project, but the study also identifies mitigation measures that would avoid or mitigate the effects to a level where clearly no significant effects would occur;
- 2) The mitigation measures are hereby incorporated into the project prior to releasing the draft initial study and mitigated negative declaration for public comment;
- 3) I/we agree to the mitigation measures as necessary to avoid or mitigate significant effects that would otherwise arise from the project. I/we accept the mitigation measures included in the draft initial study and have resolved all questions and concerns regarding the mitigation measures;
- 4) If during the public comment period and/or decision-making process, substitute or additional mitigation measures are proposed, the appropriate process must take place for determining whether or not to substitute or apply additional measures;
- 5) This agreement is binding upon the applicant for this project and any successors in interest or assignees.

This acknowledgement is binding upon the applicant and any successors in interest or assignees:

  
\_\_\_\_\_  
Signature

*Andrew Palomares*  
\_\_\_\_\_  
Print Name

*12/13/18*  
\_\_\_\_\_  
Date

*DEPUTY EXECUTIVE DIRECTOR*  
\_\_\_\_\_  
Title  
*CFO/CAO*