



**PLANNING COMMISSION
STAFF REPORT**

TO: Planning Commission

FROM: Kathleen Mallory, Planning and Sustainability Manager

DATE: July 7, 2022

SUBJECT: STUDY SESSION ON CITY OF OXNARD CLIMATE ACTION AND ADAPTATION PLAN (CAAP)

1) **Recommendation:** That the Planning Commission:

- a) Receive a presentation from the City's CAAP consultant on the Draft CAAP document;
- b) Receive public comments on the Draft CAAP document; and
- c) Provide feedback on the Draft CAAP document.

2) **Applicant:** City of Oxnard, Long Range Planning & Sustainability Division

3) **Background Information:** In March 2020, the City entered into a contract with Environmental Science Associates (ESA), Inc. for the preparation of the City's CAAP. The CAAP is a plan for reducing the GreenHouse Gasses (GHGs) that contribute to global climate change, and for adapting to the anticipated effects of climate change.

The CAAP has two primary objectives:

- 1. To reduce GHG emissions through the implementation of reduction measures to meet reduction targets mandated by the State of California via Senate Bill 32 (SB 32), which calls for a statewide reduction of GHG emissions to 40 percent below 1990 levels by 2030; and
- 2. To enhance the community's resilience to a changing climate by addressing the vulnerabilities and risks that are expected to occur as a result of those impacts.

Resilience, as defined by the State of California's Adaptation Planning Guide, is the "capacity of any entity—an individual, a community, an organization, or a natural system—to prepare for disruptions, to recover from shocks and stresses, and to adapt and grow from a disruptive experience." Climate adaptation is defined by this same source as "actions that address the

projected impacts on all aspects of community function that may result from climate change. This can include impacts related to hazard events (flood, wildfire, drought, and severe storms for example), as well as slow changes that affect agricultural, forestry, and fisheries productivity; ecosystem structure and function; and public health.”

Recognizing that GHG reduction is only part of the solution to addressing climate change, the other component is the “adaptation” needed to ensure preparedness and build resilience to expected vulnerabilities and risks that threaten the quality of life in Oxnard. Like other communities in California, Oxnard is likely to face serious economic, social, and environmental challenges in the coming decades due to rising temperatures, sea level rise, extreme storms, wind events, more severe droughts, and diminishing air quality that is expected to occur because of climate change. These impacts present significant threats to community health and wellbeing, which will not affect everyone equally. Vulnerable groups, such as the elderly, low-income families, farmworkers/agricultural workers, undocumented immigrants, communities of color, and individuals already suffering from chronic diseases, will be disproportionately impacted by these changes.

The CAAP draws upon and supports the community’s goals and policies identified in the City’s 2030 General Plan (adopted in 2011, from background data from 2006). Chapter 2, the Sustainable Community (SC) Element of the General Plan draws from SB32 and SB375 and identifies goals and policies to support these measures:

- SC-1.2 – Support Statewide Global Warming and Climate Change Mitigation: Continue to monitor and support the efforts of the California Air Resources Board and other agencies as they formulate Global Warming and Climate Change adaptation and mitigation strategies and programs.
- SC-1.3 – Develop a Climate Action and Adaptation Plan (CAAP) That Supports the Regional SB 375 Sustainable Communities Strategy: Develop a Climate Action and Adaptation Plan that implements requirements adopted by the California Air Resources Board and/or the Ventura County APCD that establishes a GHG emissions qualitative and quantitative threshold of significance, establishes GHG reduction targets, and supports the regional SB 375 Sustainable Communities Strategy. See - <https://www.oxnard.org/wp-content/uploads/2017/06/Oxnard-2030-General-Plan-Amend-06.2017-SM.pdf> (page 44 of pdf - Page 2-11 of 2030 General Plan document)

The City recognizes the need to reevaluate these policies and will do so as part of the City’s comprehensive General Plan update which will kick off in 2023 (see Next Steps portion of this staff report).

Structure of the Draft CAAP

The Draft CAAP can be downloaded here: <https://www.oxnard.org/climate-action-plan/>. Consistent with the City's sustainability goals and initiatives, the document is being electronically attached to this staff report (Attachment A) and is not being printed and appended to this report.

The Draft CAAP contains an executive summary and five Chapters, as well as Appendices A through G, which provide additional detail on topics covered in the Draft CAAP:

- Executive Summary — The executive summary includes a synopsis of the Draft CAAP, including the plan's organization and a summary of the City's GHG emissions inventory and target, and the CAAP's strategies for reducing emissions and adapting to climate change.
- Chapter 1— Introduction and Background: This Chapter provides an overview of the document, the purpose and scope of the CAAP, the basic science behind climate change, and the importance of considering equity when taking action. In addition, Chapter 1 provides a brief explanation of potential impacts of climate change in the City of Oxnard, the community benefits of taking action, the process for engaging with the community and stakeholders, and a discussion of the state and local actions to reduce GHG emissions.
- Chapter 2— Understanding Oxnard's Greenhouse Gas Emissions: This Chapter presents a summary of GHG emissions being generated by the community and by municipal operations. It provides an understanding of where GHG emissions are originating from, including trends and forecasts, and what can be done to reduce them. Finally, Chapter 2 establishes Oxnard's GHG reduction target.
- Chapter 3— Reducing Greenhouse Gas Emissions: This Chapter describes the GHG reduction strategies and actions the City will implement at the local level regarding energy use, transportation and land use, solid waste management, and water consumption. Chapter 3 addresses each of these sectors, summarizing their contribution to total citywide emissions and describing the strategies and actions that will be implemented to reduce emissions from each category over time.
- Chapter 4— Community Resilience and Adaptation: This Chapter presents an overview of the impacts the City of Oxnard is expected to experience due to projected changes in the climate, and what the City can do to begin preparing for them. It describes expected local impacts and vulnerabilities, and potential adaptation planning strategies.
- Chapter 5— Implementation and Monitoring: This Chapter outlines recommended steps for implementing the GHG-reduction strategies described in Chapters 3 and 4, and for monitoring the progress of implementation. It identifies funding sources and assigns implementation and monitoring responsibility to specific City departments, presenting a schedule for implementation.
- Appendices — The document contains Appendices A - G to document work on the CAAP to support CAAP implementation; including Appendix A— Community and Stakeholder Engagement Reports; Appendix B— Major Climate Policies and

Regulations in California as of 2022: Appendix C— Greenhouse Gas Quantification Methods; Appendix D— City of Oxnard Social Vulnerability Index; Appendix E— Partnering Organizations; Appendix F—Funding Sources; and Appendix G—CAAP Consistency Review Checklist.

4) Environmental Determination: As identified in the March 30, 2021, City Council staff report, the CAAP is being developed to align with California’s statewide target mandated by SB 32, which requires the State of California to reduce GHG emissions 40 percent below 1990 levels by 2030. Cities are expected to do their fair share to reach this target. And, in preparing the scope of work and contract budget for the CAAP, the City structured the document to reduce Oxnard’s GHG emissions to 40 percent below the City’s 1990 levels by 2030. By adopting this target and demonstrating through the CAAP how the City will achieve the target, the City will have a “qualified CAP/CAAP” that is consistent with California Environmental Quality Act (CEQA) Guidelines (Section 15183.5(b)). This is important because when a City has a qualified CAP/CAAP, it can be used to facilitate CEQA clearance of the City’s future development projects with respect to GHG emissions. Developing a qualified CAP/CAAP is proving to be the most effective and legally defensible way to plan for growth that does not create a significant impact with respect to GHG emissions.

5.) Discussion:

a.) General Discussion

The following provides more detailed information related to the key components of the CAAP as a basis for discussion. This includes details related to how the GHG inventory was developed and the main sources of emissions in the City; a summary of the GHG reduction strategies for achieving the City’s GHG reduction goals; a summary of adaptation strategies to prepare and build community resilience; and a summary of the CAAP’s implementation framework. Importantly, following the summary of strategies is a list of implementing actions most impactful in achieving GHG reduction goals (see Attachment B). The Planning Commission may be particularly interested in these implementing actions. Additionally, this discussion concludes with a summary of the community engagement process, the community input received on the Draft CAAP, and next steps leading up to the adoption of the CAAP by City Council which will occur in early Fall 2022.

b.) GHG Inventory

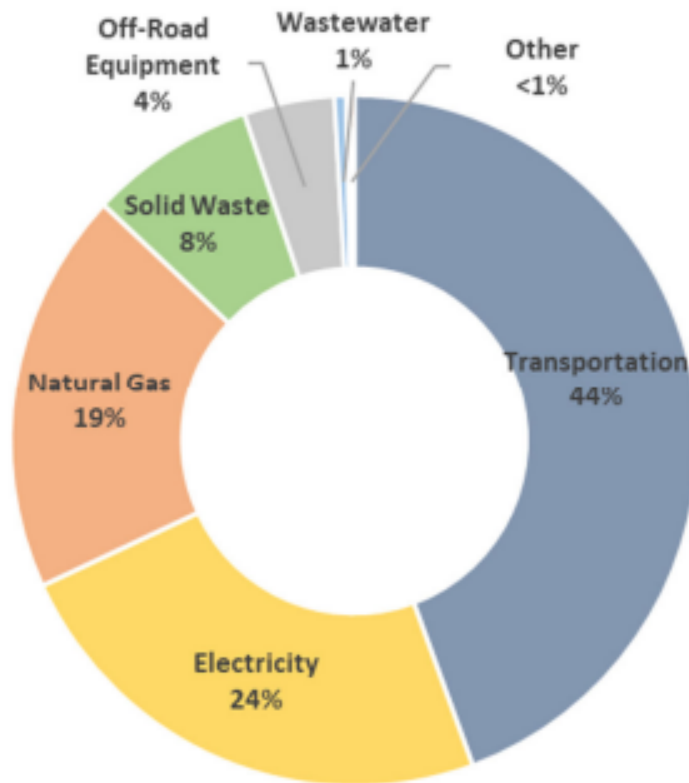
The starting point for addressing climate change mitigation, which is a key component of the CAAP, is an understanding of the sources of the current GHG inventories in the City. These sources include the GHG emissions that the City has direct control over (Municipal GHG

Inventory) and those that result from community activities (Community GHG Inventory), which are directly and indirectly impacted by local government programs, implementation of State mandates, planning, and development decisions.

Since April of 2020, the City has been working with the City's CAAP consultant/ESA and the CAAP team to conduct an analysis of the Municipal and Community GHG Inventories.

These Municipal and Community GHG inventories have been developed using well-recognized protocols published by International Council for Local Environmental Initiatives (ICLEI) and adhere to national standards. The Community inventory utilizes the methodology prescribed by the "U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions", whereas the Municipal inventory, which comprises a subset of community emissions, utilizes ICLEI's "Local Government Operations Protocol". Consistent with national and international agreements, California uses 1990 as the baseline year for tracking and reducing GHG emissions. However, most local jurisdictions select an appropriate baseline year determined by the availability of data. Accordingly, the City has chosen 2010 as its baseline year, consistent with available records and the City Council approved Energy Action Plan (April 2013 - <https://www.oxnard.org/city-department/community-development/planning/energy-action/>), which also used 2010 as the City's baseline.

Following an extensive inventory procurement and analysis process, which included creating a GHG-emission inventory of sources specific to Oxnard, various key sectors (categories of emissions that are defined by the end use that causes them) were identified as the major contributors of GHG in the City. Those sectors, along with the percentage of total GHG contributions in 2018 (most recent inventory) are noted below. These sectors are the areas which directly result in GHG in the City of Oxnard and their percentage contribution to overall City GHG are as follows:



The sectors contributing the most emissions (on-road transportation, electricity, natural gas, and solid waste), represent more than 90 percent of the City's total (Community and Municipal) emissions.

c.) GHG Reduction Strategies

In developing the CAAP for a achieving a target in alignment with SB 32, the consultant evaluated and incorporated the following sector-specific strategies:

- a. **Green the electricity supply:** This strategy reduces emissions from electricity used by buildings, lighting, and water delivery by increasing the percentage of power being supplied by renewable (i.e., zero-emissions) electricity.
- b. **Electrify buildings:** This strategy reduces emissions from the consumption of natural gas, by shifting the energy use to electricity, which has a lower carbon footprint, particularly when paired with the use of low- or zero-carbon electricity.

c. **Electrify transportation:** This strategy reduces emissions from on-road vehicles, the biggest contributor to the City's emissions, by supporting the transition to plug-in electric (PEV) and hydrogen-powered vehicles.

d. **Improve energy efficiency of buildings:** This strategy reduces emissions from electricity and natural gas by reducing the energy needed for heating, cooling and lighting. While new buildings will generally be highly energy efficient due to increasingly stringent building codes (e.g., Title 24), many existing buildings can be greatly improved with respect to energy efficiency.

e. **Reduce vehicle miles traveled (VMT):** This strategy reduces emissions from on-road vehicles through land-use planning that emphasizes access to transit and reduces the need for vehicular travel through density increases, support for a mix of uses, and safe and convenient pedestrian and bicycle infrastructure.

f. **Strive for zero waste:** This strategy reduces emissions from landfill decomposition of organic waste by reducing the amount of waste sent to the landfill.

g. **Conserve water:** This strategy reduces emissions associated with the energy needed to treat and deliver water to the City's end consumers by reducing the amount of water consumed in the City.

It is important to acknowledge that the City has been active in developing programs and initiatives that fall under the strategies listed above:

- **Green the electricity supply:** In 2018, the City joined the Clean Power Alliance (CPA), making 100 percent renewable electricity available to all land uses and streamlined the permitting process for installing residential rooftop solar systems.
- **Improve energy efficiency of buildings:** In 2013, the City adopted an Energy Action Plan (EAP) that includes policies to increase building energy efficiency and to support local solar Photovoltaic (PV) installations as well as electric vehicle infrastructure.
- **Reduce VMT:** The City is developing a Sustainable Transportation Plan (due to be completed in 2022) which will look at measures to promote walking and reduce driving, improve alternative modes of transportation, and evaluate the roadway network, to name a few elements of the Plan.
- **Strive for zero waste:** The City is also developing a Resource Management Plan to increase recycling, and is planning a new facility to sustainably process organic waste.

The CAAP incorporates these initiatives, and accounts for the many economy-wide GHG reduction programs and policies being administered by the State with regards to energy,

transportation and solid waste. Still, as the Draft CAAP demonstrates, the City must take additional local action to reduce community GHG emissions enough to be consistent with the State's 2030 GHG reduction target.

Implementing these initiatives will still be insufficient for the City to achieve its 2030 CAAP target, as will relying on the many economy-wide GHG reduction programs and policies being administered by the State with regards to energy and transportation also be insufficient. The City must take additional local action to reduce Community GHG emissions further to be consistent with the State's 2030 GHG reduction target.

d.) Resilience and Adaptation

Recognizing that addressing GHG-reduction is only half of the solution to addressing climate change, the other component is the "adaptation" needed to ensure preparedness and build resilience to expected vulnerabilities and risks that threaten the City. Certain communities in Oxnard, including in the eastern, southern, and central areas, have a higher concentration of populations considered more vulnerable to the impacts of climate change. This is due to multiple social, economic, and demographic indicators of vulnerability such as existing health burdens, poverty, and working conditions. Similarly, certain critical facilities and infrastructure are also at greater risk from climate hazards especially if they are not built to withstand future climate events.

The CAAP will address the future challenges the City will have in addressing climate change and will recommend adaptation measures to ensure the City is ready and able in the future to handle flooding, extreme heat days, degraded air quality, and severe storms as summarized below:

- a. **Extreme Heat:** Strategies to adapt to extreme heat include improving community accessibility to cooling facilities and amenities, providing cooling for households and public facilities, improving community infrastructure to combat heat, and providing support for vulnerable populations to stay safe from extreme heat hazards.
- b. **Extreme Drought:** Strategies to adapt to extreme drought include expanding education and awareness of water conservation and water reuse practices, increasing the city's use of reclaimed water across various facilities and services, and collaborating with local organizations to build capacity for vulnerable groups to respond to drought conditions.
- c. **Smoke and Air Pollution:** Strategies to improve local air quality include reducing mobile pollution sources, increasing access to air filtration, improving indoor air quality, and making hazard alert systems and worker protections more effective for those who are most vulnerable to poor air quality.

- d. **Sea Level Rise (SLR):** Strategies to adapt to SLR are addressed in the City's Local Coastal Plan, and include strategies that decrease hazard risk, relocate or remove development out of hazard areas, and rely on a combination of natural and manmade infrastructure to protect coastal development.
- e. **Extreme Storms and Stormwater Flooding:** Strategies to adapt to extreme storm events include prioritizing low-impact development, improving critical infrastructure, monitoring flood impacts, coordinating evacuation procedures, implementing green infrastructure, and remediating areas with stagnant water.

As part of the City's General Plan update, the City will also simultaneously update the City's Local Coastal Plan (LCP). Following the LCP update the City's Local Coastal Implementing Plan (LIP, Chapter 17 of the Oxnard City Code) will be updated. In preparation for work to update the City's LCP, the City prepared an Adaptation Report for consideration in developing the City's SLR Adaptation Strategy for application in the LCP. This report will assist in developing the approach and process for coastal permitting, SLR adaptation planning, and related regulatory processes. See - <https://www.oxnard.org/wp-content/uploads/2021/04/Sea-Level-Rise-Adaptation-Strategy-Report-Summary.pdf>. This report and recommended strategies was utilized as part of the Draft CAAP document. The LCP update will utilize this information and may consider options to these SLR protocols. The City will be initiating the LCP update with the City's 2050 General Plan update, which is anticipated to kick off in 2023 and is anticipated to take three (3) to four (4) years to complete. The CAAP should be updated every five (5) years; with LCP related work, adaptation strategies will be reviewed, and evaluated as part of the City's SLR policy approach.

e.) Implementation and Monitoring - This Chapter outlines recommended steps for implementing the GHG-reduction strategies described in Chapters 3 and 4, and for monitoring the progress of implementation as well as resilience and adaptation strategies. It identifies funding sources and identifies implementation and monitoring responsibility to specific City departments, and presents a schedule for implementation.

For GHG Reduction Actions: The Draft CAAP document identifies near term (Fiscal Years (FY) 2022-2025), mid term (FY 2025 to 2027), and long term (FY 2027-2030) implementation measures in order to realize GHG reduction goals. The long term actions are important for staying on track to achieve the deeper reductions needed throughout the State to reach carbon neutrality by 2045 (as called for in Governor's Executive Order B-55-18).

The City's Capital Improvement Program (CIP: FY 2022-2027) was adopted earlier this year, and represents a multi-year CIP. Projects from the CIP are presented to the City Council for funding approval in two-year increments; earlier this year the City Council approved projects for FY 2022-2024. Projects from the CIP will be presented to the City Council for funding in 2024 for FY 2024-2026. Since near term CIP projects have already been approved through 2024, the

soonest near term efforts that could occur would begin in FY 2024-2025. The Draft CAAP identifies a number of near term efforts and based upon the two-year CIP approval time frames, the City would have limited time to execute these projects due to the City's two-year CIP project adoption time frames. City Council prioritization will need to occur as part of the City's yearly budgeting and CIP approval process.

For Resilience and Adaptation Strategies: Due to the inherent uncertainty of how future climate hazards will develop and the range of time frames in which the community will experience impacts, the time frames indicated for resilience and adaptation strategies differ from those used for the GHG Reduction Actions and are not proposed to change between the Draft CAAP and Final CAAP.

Staff in collaboration with the Public Works Department is recommending that the Draft CAAP timeframe change. Shifting near and mid-term efforts will not impact the City's ability to achieve GHG reductions within prescribed time frames.

These recommended changes to the Draft CAAP time frames are as follows:

For GHG Reduction Actions	
Draft CAAP Chapter 5 Time frames	Staff Recommended Final CAAP Chapter 5 Time frames
Near Term 2022–2025	Now 2022-2026
Mid Term 2025–2027	Now 2026-2030
Long Term 2027– 2030*	Now 2030-2035
<i>*Currently there are no strategies identified for the Long-Term measures; however, that could change with future updates to the CAAP</i>	

f.) Policy Considerations Regarding GHG Reduction Strategies

A few of the strategies and actions in Chapter 5 are considered policy level items which have been highlighted in Attachment B. These policy items pertain to procuring clean energy, green building infrastructure, waste reduction and recycling, transportation, land use, and water conservation. These particular strategies and actions may have significant cost to the City, are essential to achieving GHG reduction goals, and will impact City budgets and operations. City Council will be alerted to these items when considering the Final CAAP in early Fall 2022.

g.) Community Engagement

In early 2021 staff assembled a Stakeholder Group to help guide in the development and visioning of the CAAP document. The roughly 125 member stakeholder group was focused on the following topic/issue areas: Environmental, Businesses, Utilities & Franchisees/Agency Representatives, Community Organizations, Education and Health Care, and City Staff. Over the past two years, this group has been consulted and engaged to secure feedback and input. Due to the pandemic outreach measures, approaches, and protocols had to be adjusted. The following summarizes meeting dates and outcomes, which is also summarized in Appendix A of the CAAP document:

- March 30, 2021 - City Council update regarding preparation of the CAAP document, including a detailed summary of what created climate impacts in the City, and an analysis of the City's compliance with emission targets, and identification of what the City can do to reduce these climate change activities. The staff report established that the CAAP was being developed to align with California's statewide target mandate by SB32; this requires the State to reduce GHG emissions 40 percent below 1990 levels by 2030. As supported by the City Council, the City's CAAP programs and policies were crafted to meet that reduction criteria.
- May 1 - 31, 2021 - Release of CAAP public survey (available in both English and Spanish) regarding key CAAP questions. The City received 133 survey responses.
- May 3rd and 10th, 2021 - Round 1 Virtual Stakeholder meetings with participants to discuss global climate change concerns, including vulnerable communities, and actions to consider for reducing GHGs in Oxnard. Six stakeholder group meetings were held during this time frame.
- May 17 and 22, 2021 - Virtual Public Workshops (conducted in both English and Spanish, including translation of PowerPoints) were conducted asking a series of questions regarding the CAAP. Approximately 60 members of the public participated during these two public workshops. The purpose of these engagement efforts was to identify the climate change impacts of most concern to the community and to gather ideas about the best ways to reduce GHGs in the community. These engagement efforts helped identify climate impacts of concern in the Community Vulnerability Assessment, and to identify effective CAAP strategies and actions for improving community resilience and

reducing greenhouse gas emissions.

- January 25, 2022 - Community Services, Public Safety, Housing & Development Committee (“Committee”) report on the City’s CAAP including identification of a reduction percentage in compliance with State law. The report summarizes GHG reduction strategies, and provides the Committee with an update on stakeholder and community input.
- January 26th and 27th 2022 - Round 2 Virtual Stakeholder meetings with between 40 and 50 participants to: (1) Gather input on community vulnerabilities to climate change and potential strategies to address vulnerability; and (2) improve the understanding of community experience with climate change hazards and social vulnerability and equity. Five stakeholder group meetings were held during this time.
- April 26, 2022 - The Draft CAAP was posted on the City’s CAAP website, with distribution to the City’s CAAP Stakeholder Group. Comments on the Draft CAAP were requested by June 1, 2022. As of this staff report preparation (June 1st) the City has received nine (9) comment letters (see Attachment C, which includes the comment letters and the City’s response to these comments).
- May 5, 2022 - The City conducted a Virtual Public Workshop where the Draft CAAP was reviewed. Members of the City’s CAAP Stakeholder group provided verbal comments on the document along with written comments. The City has prepared a response to comments document on the Draft CAAP which are contained in Attachment D.
- May 9, 2022 - The City conducted virtual drop in office hours from 4 - 6 p.m. (English and Spanish translation available), where community members were encouraged to “drop by” at any time to receive information and ask questions; no members of the public “dropped by” despite social media promotion measures and working with the City’s stakeholders group to promote the virtual hours.
- May 14, 2022 - Community members participated in the City’s virtual community workshop where the Draft CAAP was presented and participants were able to provide input. English and Spanish translation and interpretation were provided, along with a translated powerpoint. The event was posted on the City’s CAAP website, promoted via the City’s stakeholder group, and promoted on social media platforms. Approximately five (5) members of the public participated. A summary of the input is contained at the end of Attachments B and D.

h.) Community Input on Draft CAAP:

During the 43-day review period, the City received nine (9) comment letters (see Attachment C). Staff has summarized the comments, and provided detailed responses to these comments. Further, Attachment D provides input on how the comments were addressed and identifies where the comment resulted in changes to the CAAP document. In many instances input resulted in additional language refinement, and clarification.

In reviewing comments, the comments generally pertain to the following topic areas; *staff’s response to the themes follows in italics:*

- The City should exceed the California Building Energy Efficiency Standards Mandate for Full Electrification Sooner than State Requirements - A number of commenters expressed support for electrification in new construction earlier than mandated by California code requirements. *The City's current strategy regarding building electrification is to enforce the requirements of California's building energy efficiency standards (Title 24, Part 6), which are updated every 3 years and will require new home construction to be 'electric ready' effective January 1, 2023. Future updates are expected to have even more prescriptive building electrification requirements. While the City recognizes that building electrification is beneficial from a GHG reduction perspective, it also sees the need to retain natural gas as a reliable energy source for times when the electricity grid is disrupted, at least for the foreseeable future until adequate local energy storage capacity is developed. Meanwhile, the Draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code. Additionally, the City of Oxnard's population is considered an at risk population, where power redundancy and energy security is needed for the City's population. Redundancy is necessary in the event of an emergency, power shut offs, and/or brownouts, and to ensure that the City's population is not put at risk. Insufficient or non-existent energy sources results in facilitates being inhabitable which puts the City's population at risk and strains emergency response resources. The City supports climate change resiliency by having redundant energy sources and the City supports clean energy efforts. The City's population and community would be served by securing infrastructure redundancy grants which would be implemented with electrification conversion; thus, still ensuring clean energy while providing redundancy.*
- Details on the Cost and Precise Timing Associated with Programs and Measures should be provided - The City should know the fiscal ramifications associated with various strategies and actions. *A detailed fiscal impact analysis is an expensive undertaking. Further, conducting this analysis prior to Council's consideration of the various strategies and actions is not prudent. A fiscal impact analysis is impacted by market conditions and economics. Therefore, it is recommended that it occur on near term projects to ensure estimates are realistic and align with the City's two-year CIP process.*
- The City should set more ambitious GHG emission targets and stronger greenhouse gas reduction goals such as 50-60% reduction by 2030 and carbon neutrality by 2035. *While state measures are critical to meet the City of Oxnard's (City's) emission reduction goals, they are not likely to be all that is needed. Local policies and programs—and choices made by the City's residents and businesses—will determine the City's ability to achieve its emissions-reduction target for 2030. Through implementation of the strategies and actions in the CAAP, the City anticipates, at minimum, annual emissions reductions of 210,959 MTCO₂e by the year 2030, as shown in Table 3-1. Combined with state measures, local actions will enable the City to reduce its total community GHG emissions to approximately 499,311 MTCO₂e in the year 2030, as indicated in Table 3-2. This is just enough to achieve the City's stated target. Figure 2-4 in the Draft CAAP also indicates that the reductions expected from state standards and regulations are not enough to achieve the target, and additional local actions are needed. As indicated by the adjusted Business as Usual (BAU) forecast, the sectors with the greatest need for additional emissions reduction are on-road transportation, natural gas, electricity, and solid waste.*

- The CAAP should contain more information regarding measures to improve pedestrian, bikes, transportation, and micro-mobility solutions. The pedestrian, bicycle, and transportation network should be improved and options for getting folks out of cars should be more robustly considered and evaluated. *The Draft CAAP referenced a number of programs, grants, and projects the City is working on. The City's Sustainable Transportation Planning (STP) Grant will produce a plan incorporating complete streets design, safe routes to school, vision zero, and first/last mile planning in tandem with land use opportunities, plans, and existing conditions. This project is collaborative in nature, focusing on inclusive community engagement to ensure that the needs of each community, age group and socioeconomic status are represented. Development of the STP will include idea generation and prioritization, establishment of the sustainable transportation framework, catalog of enhanced streetscape elements, conceptual design alternatives, identification of funding sources, implementation steps, and a final STP for adoption by the City Council. The City's Bicycle Facilities Master Plan along with the Santa Clara River Master Plan is referenced through strategies and actions to improve alternative forms of transportation. The City also recognizes that through the 2050 General Plan update which will kick off in 2023, land use patterns and alternatives will be robustly evaluated.*
- Policy Level Comments from the Public - The public provided input on the Draft CAAP and raised policy level questions. Generally these pertained to energy usage/general, transportation, coordination/programming, heat use, energy/electrification, building/energy, resilience/SLR, and CAAP implementation. These are also summarized in Attachment B, "Public Comment", with responses detailed in the CAAP stakeholder community response to comment document, Attachment D. These will be highlighted when the Final CAAP is presented to the City Council in Fall 2022. meeting, along with the overall policy level items.

i.) Next Steps:

The purpose of the July 7th Planning Commission meeting is to conduct a study session on the Draft CAAP. As identified in Attachment D, Staff is aware of edits necessary and recommended to the CAAP document. On July 21st the Planning Commission will be asked to adopt a resolution recommending City Council approval of the Final CAAP. Due to publication deadlines and to conserve fiscal resources, the Final CAAP will consist of the Draft CAAP and Addendum No. 1 to the Draft CAAP which will comprise Attachment D and any other recommended CAAP edits. The Final CAAP will include a preamble from the Mayor, and cover page with City renewable resources.

These documents will be transmitted to the City Council for approval, along with the Planning Commission resolution of approval in early Fall 2022.

Attachments:

- A. Draft CAAP Document - see link: <https://www.oxnard.org/climate-action-plan/>
- B. Strategies/Policy Document

STUDY SESSION ON CITY OF OXNARD CLIMATE ACTION AND ADAPTATION PLAN (CAAP)

Planning Commission Meeting Date: July 7, 2022

Page 15 of 15

- C. Comment Letters on Draft CAAP as of June 1, 2022
- D. CAAP Stakeholder and Community Comment Letters (9 letters/emails) and City Response within matrix

Attachment A

Draft CAAP Document - see link: <https://www.oxnard.org/climate-action-plan/>

Attachment B

Strategies/Policy Document

Attachment B

GHG Reducing CAAP Strategies with Policy Implications

*All Strategies and Actions can be found in Chapter 3 and Chapter 5 of the Climate Action and Adaptation Plan.

List of policy items which result in the largest GHG reduction and which may impact the City's Fiscal Year budget and/or Capital Improvement Program (CIP) - Correlate with Table 3-1 from Draft CAAP.

<u>Category</u>	<u>CAAP Strategy</u>	<u>Key Implementing Actions</u>	<u>Essential Action to Achieve GHG Reduction Goal</u>
Clean Energy (E)	E1: Procure Zero-Carbon Electricity	E1.1 – Invest City staff time and financial resources in maintaining a minimum 95 percent community participation rate in CPA's 100 Percent Green option, or equivalent, through the year 2030	X
Green Buildings (B)	B1: Improve Efficiency of Existing Buildings	B1.1 – Partner with existing agencies such as CPA, Tri-County Regional Energy Network (3C-REN), SoCalREN, and/or the Ventura County Regional Energy Alliance (VCREA) to promote and take advantage of local programs. Meet with these agencies on a quarterly basis	X
Waste Reduction and Recycling (R)	R1: Recycling and Organic Waste Diversion	R1.2 – Establish a system to track waste disposal and diversion activities, ideally categorized by both land use (residential, commercial, municipal) and management type (landfilled, recycled, anaerobically digested, composted)	X
Transportation (T)	T1: Expand Zero-Emission-Vehicle (ZEV) Charging and Fueling Infrastructure	T1.1 -Develop a citywide ZEV Master Plan that evaluates near-term and long-term needs for EV charging and hydrogen-fueling infrastructure, including home EV charging, and identifies optimal EV charging locations and gaps in publicly accessibility (especially for disadvantaged communities)	X
		T1.7– Secure funding, cost and bid installation of public charging locations	X
Land Use (L)	L1: Support Transit-Oriented and Mixed-Use Development	L1.1 and L1.4 – Through the forthcoming General Plan update, identify areas within the city where development should be focused to increase density and diversity of land use to achieve reductions in VMT. Research and adopt other appropriate "smart growth" policies in addition to those identified above to incentivize density and diversity of land use	X
		L1.2 and L1.3 – Incentivize mixed-use development projects to include land uses representing common destinations, such as grocery stores, pharmacies, and restaurants; Encourage mixed-use development by reducing parking requirements where justified by shared parking when uses with different peaking characteristics (such as offices and apartments) are combined	X
Water Conservation and Reuse (W)	W1: Increase Water Conservation and Reuse	W1.1 – Maximize the use of recycled water or greywater for agricultural and for irrigation at all large new developments	X
		W1.3 – Create the necessary infrastructure to utilize 100 percent of AWPf output	X

City Response to Comments

Public Comment	Energy (General)	Public Comment - County of Ventura, Comment No. 42: Recommend New Measure to Require That Lessees of City-Owned Property Use 100 Percent Renewably Generated Electricity if Available On January 25, 2022, the Ventura County Board of Supervisors adopted a policy to require that lessees of County-owned property use 100 percent renewably generated electricity if available. It is recommended that the City consider a commensurate action in support of attaining clean energy goals of the CAAP.	Originated under comment number 41; incorporation of this as a policy question to Council will be identified. Staff supports this recommendation
		Should the City develop or procure a municipality-wide energy management system by which energy use across all facilities is tracked, archived, and communicated?	The City does have an energy management software on key high using municipal buildings. The City's continued investment of a management system should be encouraged. Policy language will be expanded.
	Transportation	Will there be municipal measures to improve transit, and provide or encourage it to local employees?	See response to comment number 23
	Coordination/ Programming	Should the City have a coordinator and expansion of City corps to help with the implementation of CAAP related education and program activities?	Incorporation of this as a policy question to Council will be identified
	Heat	Discourage the use of Artificial Turf through an ordinance/guidelines?	See response to comment number 84
	Energy (General)	Residential Electrification?	See response to comments numbered 2, 3, and 65
	Energy (General)	Should the City require Lessees of City owned Properties to use 100% Renewably generated electricity if available? (use of CPA 100% green tier)	The City is working with the CPA to develop the powershare program which promotes this effort. Staff supports this measure
	Building/Energy	Should the City offer fee waivers or put in place an ordinance that streamlines services for development projects and EV charging projects that adhere to the CAAP?	Waiver of funds is a policy consideration; due to fiscal resources, staff does not support this concept.
	Resilience/SLR	Should the City Create a Measure for SLR monitoring and Resilience planning?	These will be developed as part of the LCP update process
	CAAP Implementation	Will there be the creation of an interdepartmental CAAP task force/ leading department or agency?	See response to comment number 48
		Will CAAP projects be integrated as a part of the City's Annual budget process?	The CAAP will be considered as part of the City's budget and CIP process

Attachment C

Comment Letters on Draft CAAP as of June 1, 2022

Attachment C

Date	Name	Contact info	Stakeholder Organization or Public	Comment Number & Document
5/7/2022	Chris Tull	ctull@gmail.com	Climate Hub	<u>1 - 5</u>
5/9/2022	Clay Downing	clay.downing@ventura.org	County of Ventura	<u>6 - 7 & 41 - 50</u>
5/12/2022	Jim Danza	danzajm@outlook.com	Public	<u>9 - 34</u>
5/14/2022		oneilpedal4@gmail.com	Public	<u>8</u>
5/20/2022	Clay Downing	clay.downing@ventura.org	County of Ventura- County Executive Office	<u>41-50</u>
5/20/2022	James Danza (Chair)	danzajm@outlook.com	Friends of Santa Clara River (FSCR)	
6/1/2022	Nicole Collazo	nicole@vcapcd.org	Ventura County Air Pollution District	<u>51-61</u>
6/1/2022	Micheal Chiacos (Chair)	mchiacos@cecmail.org	Community Environmental Council	<u>62-73</u>
6/2/2022	Isadora Nogueira	isadora.nogueira@trackingcalifornia.org	Tracking California	<u>74-81</u>



Letters #1 - #4

Ramirez, Rosheil <rosheil.ramirez@oxnard.org>

CAAP Feedback

Chris Tull <ctull17@gmail.com>
To: OxnardCAAP@oxnard.org

Sat, May 7, 2022 at 3:47 PM

Hello,

Thank you for putting together this comprehensive document! Please see my comments below.

E3.3

I strongly support action E3.3 – "Identify potential partnerships, funding, or financing sources for installing storage and microgrids in the community".

The city's GHG strategy relies heavily on a decarbonizing electric grid, and an electricity mix that is heavy on renewable energy. However, energy storage appears to be falling far short of the levels needed to support rapidly scaling levels of intermittent renewable energy, making this a potential bottleneck in the city's strategy.

The city could identify potential development sites for additional grid-scale energy storage projects comparable to the [100MW Saticoy Energy Storage Site](#).

As an added benefit, pursuing additional local energy storage projects would increase the city's resilience during extreme heat and/or wind events that could disrupt the electric grid and therefore ability of residents to cool themselves.

B2

As an additional action under section B2, the city should adopt a ["REACH" building code requiring new construction to be all-electric](#).

T2

The performance objectives for T3 list increasing the mileage of Class I–Class III bike lanes, but neglect to mention Class IV bike lanes. [Class IV bike lanes represent on-street bike lanes that are protected from traffic by a vertical element or barrier](#). This section should be amended to include class IV bike lanes.

T4

- Section T4 should mention Metrolink and Amtrak, and their importance as regional providers of rail transit. Regional rail can provide an important piece of a low-carbon transportation future, especially when paired with bike and car-sharing, EV chargers, etc.
- Section T4 should mention actions that the city can take to directly speed up bus routes such as creating dedicated bus lanes or giving priority to buses and cyclists at traffic lights.

Thank you,
Chris

--
Christopher Tull
Oxnard, CA 93036



Simpkins, Matthew <matthew.simpkins@oxnard.org>

Fwd: CAAP Feedback

Mallory, Kathleen <kathleen.mallory@oxnard.org>
To: Matthew Simpkins <matthew.simpkins@oxnard.org>

Mon, May 9, 2022 at 12:12 PM

Mat - please add this to the CAAP Input table. And my response.

Thanks,
Regards,

Kathleen Mallory, Planning & Sustainability Manager
AICP, MA, LEED GA
Community Development Department
214 S C Street | Oxnard, CA 93030
O: 805-385-8370 | F: 805-385-7417
www.oxnard.org



The Community Development service counter is open to the public from 8:00 a.m. to 4:00 p.m., Monday through Thursday and 9:00 a.m.-4:00 p.m. on alternating Fridays.

----- Forwarded message -----

From: **Mallory, Kathleen** <kathleen.mallory@oxnard.org>
Date: Mon, May 9, 2022 at 12:11 PM
Subject: Re: CAAP Feedback
To: Chris Tull <ctull17@gmail.com>

Hi Chris -

Thanks for the follow up. In terms of housing sites, this is covered under the Housing Element. We did rely on the outcome and finding of this study within the CAAP document. So we have this covered.

In terms of the sustainable transportation implementation efforts, we specifically DID NOT include these measures in the document because we are still working on this plan. The CAAP makes reference to this grant knowing the outcomes will be developed and implemented.

Do you have any other questions?

Regards,

Kathleen Mallory, Planning & Sustainability Manager
AICP, MA, LEED GA
Community Development Department
214 S C Street | Oxnard, CA 93030
O: 805-385-8370 | F: 805-385-7417
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On Mon, May 9, 2022 at 10:04 AM Chris Tull <ctull17@gmail.com> wrote:

No problem, Kathleen! Thanks for your hard work on this plan. I feel like this city and the consultant did a good job, especially given the limited number of levers that cities have with respect to decarbonizing electricity and natural gas.

The one spot I would have loved to see more discussion of is sustainable transportation which is a key lever where the city has lots of control, but I understand the logic of pushing that into a separate planning process with dedicated funding. I also feel like this plan could have proposed more specific actions on the housing side with respect to zoning changes, etc. but I didn't have any specific recommendations to provide there.

#5

Thanks again,
Chris

On Mon, May 9, 2022 at 9:29 AM Mallory, Kathleen <kathleen.mallory@oxnard.org> wrote:

Hi Chris - Thank you for your thoughtful comments. We'll keep these for the records and utilize for consideration of amendments to the CAAP.

Thank you again, for your continued engagement on this exciting effort!

[Quoted text hidden]

[Quoted text hidden]

[Quoted text hidden]



Simpkins, Matthew <matthew.simpkins@oxnard.org>

CAAP Input During Chat for May 5th Stakeholder Meeting

1 message

Mallory, Kathleen <kathleen.mallory@oxnard.org>
To: Matthew Simpkins <matthew.simpkins@oxnard.org>

Mon, May 9, 2022 at 3:15 PM

Mat - please add this also to the summary of input on the CAAP.

Clay Downing - do we have a Qualified CAAP?

One of the items that I have been thinking about with the County's strategy and that is pretty top of mind (haven't checked in your CAAP yet) is whether or not development standards for project-level GHG emissions standards need to be adopted in our initial study assessment guidelines. Some regional cities and counties have them....but we don't and it feels like a missed opportunity for influencing development and financing local GHG measures through mitigation. I don't want to go into that in this meeting, but its something that's on my mind on actionable CAP mechanisms right now.

#6

Water / Gray Water Comment - We should have Gray Water Use

Laura, please look at strategy W1 and Strategy ED-1. As Jeff mentioned, if you have additional thoughts or comments about those strategies please provide them in comments. Thanks!

#7

N/A
internal
comment

Regards,

Kathleen Mallory, Planning & Sustainability Manager
AICP, MA, LEED GA
Community Development Department
214 S C Street | Oxnard, CA 93030
O: 805-385-8370 | F: 805-385-7417
www.oxnard.org



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Ramirez, Rosheil <rosheil.ramirez@oxnard.org>

We need safe bike and walking

1 message

oneilpedal4@gmail.com <oneilpedal4@gmail.com>

Sat, May 14, 2022 at 1:43 PM

To: OxnardCAAP@oxnard.org

Sirs;

I suggest that we create a bike/walking trail system on the banks of the Santa Clara River.

This would help my family and neighbors to travel in a less polluting fashion.

I bike path from Saticoy area to the Ventura Harbor would assist us to travel safely to the Harbor and Downtown Oxnard and Ventura.

Thanks

Sent from my iPhone

} #8

To: City of Oxnard

From: Jim Danza, AICP

Date: May 12, 2022

Subject: Comments on City of Oxnard Climate Action and Adaptation Plan

As a professor of geography and environmental science at Oxnard College and a bicycle commuter through the city, I am happy to provide the following comments to strengthen this important plan. Climate science, and environmental/climate justice are part of campus academics and community service efforts. I am encouraged that collaboration will grow as our community acts on this plan. The following are my comments as a subject matter expert and community stakeholder; however, they are not intended to represent the official position of the Oxnard College.

The Plan provides a good framework and actionable changes to help reach GHG reductions. More emphasis is needed on the existential threat of the climate crisis to ensure actions are taken immediately.

Terms like "educate" and "promote" are used for implementation actions. Although these are altruistic and are important part of the plan, experience shows they have limited results. More emphasis is needed on what drives change such as:

- Connecting people's experiences with climate change, such as the cause of water shortages, higher food and insurance rates.
- Economic incentives such as rebates, pricing to encourage conservation (for water use and permits), prizes/rebates for non-auto use

Here are specific comments by page/section:

ES-3 The case for dramatic action on climate needs to be made. The report opens with soft language about potential impacts. Consider that the overall societal response is currently tepid. The report should come across as borderline "alarmist", as it should paint a realistic picture of current and predicted climate change impacts. The urgency of the crisis can be brought to the forefront using information for trusted sources such as the IPCC and NOAA.

Language such as "Chapter 1 provides a brief explanation of potential impacts of climate change in the City of Oxnard" makes it seem like climate change is a "potential" problem, rather than the problem we now observe. Climate change is a true crisis and this plan should be written as such.

The reports states on page 1-2 "In recent years, Oxnard has experienced heat waves and wildfire smoke that have impacted the health of the local community, particularly farmworkers and other vulnerable groups." and "IPCC has reported that "human-induced climate change,

#9

#10

#11

including more frequent and intense extreme events, has caused widespread adverse impacts and related losses and damages to nature and people, beyond natural climate change variability". This report should reflect the true crisis in its opening statement.

#11

The concept of "tipping point" should be explained where IPCC and others explain that drastic action is needed now to avoid point of no return for warming and other tipping points for sea level rise and ecology.

Pg 1-7 Youth Voices need to be heard, however a consistent theme among college students is that students are often not aware of the severity or precise consequences of climate change. The CAAP should acknowledge this and emphasize the impacts of climate being experienced and the necessary actions that citizens can take. Citizen action should be facilitated by the city wherever possible.

#12

Pg 1-15 Bicycle and Pedestrian Facilities Master Plan is relied upon to help meet climate goals. No mention is made here that disadvantage communities and high fuel costs can be a main driver to increase bicycle and pedestrian facilities. These will not only reduce GHG but are an equitable means toward environmental and climate justice.

#13

Pg 3-5 Table 3-1:

Overall comment: Assumptions and calculation are not shown for annual reductions.

- #14

For T1: Expand Zero Emission Vehicle (ZEV) Charging and Fueling Infrastructure. I don't see how 2030 ANNUAL REDUCTIONS (MTCO₂e/YEAR) is calculated. In fact, the act of providing charging itself doesn't result GHG emission reduction, but the elimination of fossil fuel auto use does. Therefore, the table should be modified and list the reduction of fossil fueled-highway miles driven due to increased charger access.

#15

T3: Expand Infrastructure for Pedestrians, Bikes, and Micro- mobility Solutions has a 121 MTCO₂e/YEAR which seems quite small. The transportation sector is 389,079 MTCO₂e/YEAR so ridership increase due to better bicycle facilities amounts to 0.03% reduction. Either the calculation is not realistic or bicycle planning is not aggressive enough.

#16

Oxnard is well situated become a well-connected active transportation city:

- Many areas of Oxnard are high density with proximity to neighborhood services. High street activity is seen through Oxnard Neighborhoods.
- Many residents already walk and bike and would do so more often and in higher numbers given the opportunity to do it safely.
- Many residents drive because of the safety issues even through car ownership and fuel have a high impact on their finances.

While there are challenges in dealing with the built environment, the city should make it a high priority and take extreme measures now for active transportation. Suggestions in the plan can go beyond what is in past and current plans like the Sustainable Transportation Plan.

#17

Here are some examples:

- Add protected bike lanes everywhere possible. Reconsider every street. Remove unnecessary lanes. If lanes are marginally needed, keep lanes only at intersections for the queue and higher flows on greenlights with most of the road length redesigned to include Class 1 and 4 bike lanes.
- Reconfigure and add sidewalks and shade to allow safe walking and biking.
- Climate change impacts will have an increasingly large impact on the city. Therefore, much more drastic measures should be taken now.

#17

T5: Expand Car and Bike Sharing is a great concept that should be tested to see if it is workable in the community. Its success will also depend on T3 above.

#18

Pg 1-15 Bicycle and Pedestrian Facilities Master Plan. Should also reference and give priority regional bicycle and active transportation plans, such as the Santa Clara River Bicycle Master Plan and Ventura County ATP.

#19

Pg 3-17 B2: Electrify Buildings section should consider an ordinance requiring residential electrification.

#20

Pg 3-20 T1: Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure Indicates 57 charging stations. It appears overstated considering that the various types of plugs and amps/volts. For example, a Nissan LEAF only 9 public chargers are available that are unrestricted.

If residential is counted, then the goal of 1,500 is low. It may be better to separate public charging from residential to get a more realistic picture of charging capability. Also quantity does not speak to usage when considering types of output/connections, access restrictions and costs.

#21

For Municipal Operations, actions should consider cost of charging at public stations. More families will likely purchase electric cars if charges are readily available and affordable.

Pg 3.24 T3: Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions

The first paragraph discussion on "share of people" who currently walk and bike should include citation of studies that indicate that the creation of a safe bike network increases walking and riding many times over, such as:

- [National Association of City Transportation Officials](#) "More people ride when cities build protected bike lanes. Studies from cities across North America show that adding protected bike lanes significantly increases bike ridership on those streets, with rates ranging from 21% to 171%."

#22

- Safer Cycling BICYCLE RIDERSHIP AND SAFETY IN NEW YORK CITY

"More New Yorkers than ever before are embracing cycling as a convenient and affordable way to get around—in the last decade alone, annual bicycle trips rose 150%."

#22

T4: Improve Transit Effectiveness and Accessibility should include municipal measures for transit for employees and city events where public transportation is provided or recommended, and that events should encourage or incentivize walking or bicycle riding to events.

#23

3.29 Land Use A more relevant photo should be used that shows residential units with business and services in the same building, like the new development near Wagon Wheel.

#24

3-34 W1: Increase Water Conservation and Reuse Actions should specifically include a statement that discourages use of artificial turf which tends to radiate heat worsening the urban heat island, increases carbon and pollution footprint due to production of plastics, no GHG absorption, and disposal issues at the end of its life. This will help encourage the use of native plants and trees, which have a cooling effect, absorb GHG, provides urban ecology, and are very low water use.

#25

Pg 3-38 Nature-Based Solutions Discussion should emphasize avoiding use of artificial turf. Actions should include ordinance against its use except for specific circumstances, such as sports fields or where live plants are not practical.

#26

Pg 3-39 N1: Increase Local Carbon Sequestration should include working with non-profit community and environmental organizations to meet these goals. The city should have a coordinator to help with implementation. Expansion of the City Corps to meet these climate goals should be considered.

#27

Pg 4-1 Community Vulnerability and Adaptation

Wording should emphasize impacts already being experienced, such as "The changing climate is already impacting Oxnard which is experience more-extreme heat events, worsening air quality due to smoke events, and severe droughts that will strain already constrained water supplies." Each of these facts can be verified and cited as needed.

#28

The concept of using light colors (low albedo surfaces) to reduce the urban heat island effect should be included. Some municipalities encourage light colored roofs, pavements and other surfaces to reduce solar absorption.

4-14 POTENTIAL STRATEGIES FOR ADAPTING TO EXTREME HEAT (EH) section should have an actions section for implementation.

#29

Pg 4-15 Statements like: "EH4: Prioritize urban greening and shading along active transportation routes and commuting services" should be reworded to say: "Give higher priority to..." to encourage climate change as a high priority among the priorities in the city.

#30

Pg 4-25 For: "...sea levels are increasing globally at a rate of about 3.2mm/year." ignores the fact that the rate-of-rise is accelerating exponentially, meaning the rate since 2010 is faster than previous decades and the increase will rise at a faster rate in future decades.

#31

The potential costs of resilience and losses should be estimated as an argument to ensure implementation of the actions throughout the report. The plan indicates, "Certainty is High" and therefore the actions in this report must be implemented to reduce future impacts.

Pg 5-2 The plan states: "It is important to acknowledge the critical role of behavior change in reducing community GHG reductions. Community involvement has been important to the development of the CAAP, and will continue to be an essential component of the implementation process, as many strategies depend", however, legal, financial, and other incentives are required to get the massive change that is needed. Education and involvement is important but is not enough.

#32

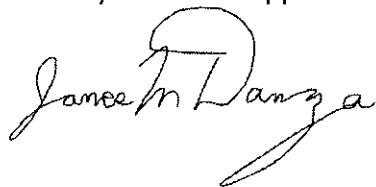
Regarding active participation by residents and businesses best to state: "Residents, workers, and business owners in Oxnard all have a critical role to play in helping the City attain its GHG reduction and climate resiliency goal".

#33

Regarding implementation, the plan should recommend that relevant portions are inserted into the internal city operations. For example, the actions related to streets, landscape, tree canopy, walk/bicycling, must be included in city employee daily tasks. This will ensure that decision makers, management, and employees are implementing the actions included in this plan.

#34

Thank you for the opportunity to comment on this important plan.



James M. Danza, AICP
Professor of Geography and Environmental Science
Oxnard College*

*Comments are not intended to represent the official position of Oxnard College



COUNTY of VENTURA

County Executive Office Sustainability Division

Friday, May 20th, 2022

Attn: Ms. Kathleen Mallory, AICP, MA, LEED GA
Planning & Sustainability Manager
City of Oxnard, Community Development Department
214 S. C Street, Oxnard, CA 93030

Subject: Comments on the City of Oxnard's Public Review Draft Climate Action and Adaptation Plan (CAAP) from County of Ventura Sustainability Division

On behalf of County of Ventura's Sustainability Division, we are writing to express our support for City of Oxnard's Climate Action and Adaptation Plan (CAAP). Below are comments from our Division regarding the Public Review Draft CAAP published in April 2022.

On September 20, 2020, the Ventura County Board of Supervisors adopted the *Ventura County 2040 General Plan* which includes an integrated Climate Action Plan (CAP). On November 6, 2021, the Ventura County Board of Supervisors received a *Budget and Staffing Plan for Climate Action Plan Implementation* and designated the County's Sustainability Division as the Project Manager for CAP implementation. As such, these comments reflect a desire to share best practices from the Sustainability Division's experiences and align the goals, policies, and programs of the County's CAP with the future policies and actions of Oxnard's CAAP.

Recommendation	Comments on Recommendation
Clean Energy – Strategy E1. Procure Clean Energy Recommend New Measure to Require That Lessees of City-Owned Property Use 100 Percent Renewably Generated Electricity if Available	On January 25, 2022, the Ventura County Board of Supervisors adopted a policy to require that lessees of County-owned property use 100 percent renewably generated electricity if available. It is recommended that the City consider a commensurate action in support of attaining clean energy goals of the CAAP. Rationale: The City has a high level of control over City-owned leases and the presence of the Clean Power Alliance's (CPA) <i>100 Percent Green</i> tier will be a readily available option for lessees.
Clean Energy - Strategy E2. Increase Local Solar Energy Generation Recommend New Measure to Adopt Ordinance Amendments to Streamline and/or Provide Fee Waiver for CAAP Compliant Development	In addition to Key Implementing Actions listed under Strategy E2, it is recommended that actions be taken to include project-level streamlining and/or inducement of projects that are consistent with the City's CAAP such as ordinance amendments to streamline development review and project approval including but not limited to exemption, expedited approval, ministerial approval, and/or fee waivers for specified projects that are compliant with the goals and objectives of the City's CAAP such as installation of rooftop, ground-mounted, and parking lot photovoltaics; installation of electric vehicle charging stations and related on-site improvements; and other projects as determined appropriate. Rationale: Streamlining and/or fee waivers for specific projects that comply with the goals of the City's CAAP will accelerate community GHG reductions and may lower administrative burdens for projects that are consistent with the City's CAAP and other land use planning documents.

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#42

Recommendation	Comments on Recommendation
	This recommendation aligns with California legislation including Assembly Bill (AB) 2188, AB 1236, and AB 970. - AB 2188 (2014) requires local governments in California to adopt a solar ordinance by September 30, 2015, creating a streamlined permitting process that conforms to best practices for expeditious and efficient permitting of small residential rooftop solar systems. - AB 1236 (2015) and AB970 (2021) require cities and counties to adopt streamlined permitting procedures for electric vehicle charging stations, including a streamlining ordinance and checklist. Therefore, such an action would support CAAP goal attainment and compliance with existing statewide regulations.
Transportation – Strategy T1. Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure Recommend New Measure to Adopt Ordinance Amendments to Streamline and/or Provide Fee Waiver for CAAP Compliant Development	In addition to the Key Implementing Actions listed under strategy T1, it is recommended that actions be taken to include project-level streamlining and/or inducement of projects that are consistent with the City's CAAP such as ordinance amendments to streamline development review and project approval including but not limited to exemption, expedited approval, ministerial approval, and/or fee waivers for specified projects that are compliant with the goals and objectives of the City's CAAP such as installation of rooftop, ground-mounted, and parking lot photovoltaics; installation of electric vehicle charging stations and related on-site improvements; and other projects as determined appropriate. Rationale: Streamlining and/or fee waivers for specific projects that comply with the goals of the City's CAAP will accelerate community GHG reductions and may lower administrative burdens for projects that are consistent with the City's CAAP and other land use planning documents. This recommendation aligns with California legislation including Assembly Bill (AB) 2188, AB 1236, and AB 970. - AB 2188 (2014) requires local governments in California to adopt a solar ordinance by September 30, 2015, creating a streamlined permitting process that conforms to best practices for expeditious and efficient permitting of small residential rooftop solar systems. - AB 1236 (2015) and AB970 (2021) require cities and counties to adopt streamlined permitting procedures for electric vehicle charging stations, including a streamlining ordinance and checklist. Therefore, such an action would support CAAP goal attainment and compliance with existing statewide regulations.
Transportation – Strategy T3. Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions Coordinate with Regional Partners for Sustainable Transportation Plan Development	In support of Key Implementation Action T3.1, it is recommended that the City coordinate with County of Ventura's Public Works Agency in development of the City's Sustainable Transportation Plan and consider use of the Ventura County Transportation Commission's <i>Bicycle Wayfinding Plan</i> in its active transportation planning efforts. Rationale: The County's Public Works Agency is leading the <i>Ventura County Active Transportation Plan</i> project with project completion anticipated in early 2023. Coordination between City and County in active transportation planning efforts will ensure that the plans' tactics align to provide effective active transportation infrastructure that best serves the

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Recommendation	Comments on Recommendation
	public on neighborhood, local, and regional levels. Further, the County's General Plan includes policies and programs that direct County staff to participate in implementation of the Ventura County Transportation Commission's <i>Bicycle Wayfinding Plan</i>. Therefore, the County encourages the City participate in implementation of this regional <i>Bicycle Wayfinding Plan</i> as well.
Sea Level Rise Create Measure to Participate in Regional Sea Level Rise Monitoring and Resilience Planning	It is recommended that a new measure be added to the CAAP which encourages the City to participate in regional sea level rise monitoring and resilience planning efforts. Rationale: County agencies are involved in monitoring the projected impacts of climate change and natural disasters in order to make adaptive improvements and upgrades to public facilities and services. Existing efforts such as the City's <i>Vulnerability Assessment (2019)</i>, <i>City of Oxnard Sea Level Rise Adaptation Strategy Report (2019)</i>, and the County's <i>VC Resilient Coastal Adaptation Project</i> provide a foundation for future collaboration on coastal adaptation projects.
Implementation and Monitoring Consider Recommended Best Practices to Ensure Robust Implementation of the CAAP	Based on the County of Ventura's experience implementing CAP-related portions of the <i>Ventura County 2040 General Plan</i>, the following best practices are recommended to aid the City in robust implementation of its CAAP. • Consider designating a lead agency or department as the Project Manager for overall monitoring, tracking, and reporting of CAAP implementation. • Consider creation an interdepartmental Climate Action & Adaptation Plan Task Force to support the designated Project Manager and assure departmental participation in CAAP implementation. • Consider integration of the CAAP as part of the City's annual budgeting process. Rationale: County staff shares these recommendations, which are currently in use at County of Ventura, to facilitate robust implementation of the City's CAAP. Further, these recommendations seek to ensure that CAAP implementation is not siloed to a single department. Each recommendation is derived from County of Ventura's existing and ongoing processes for implementation of the CAP-related portions of the <i>Ventura County 2040 General Plan</i>. In 2021, the County assigned the County Executive Office's Sustainability Division as the overall Project Manager for CAP implementation, created an interagency "CAP Team" composed of staff from each agency responsible for CAP-related implementation programs, and presented the <i>FY2021-22 Budget and Staffing Plan for Climate Action Plan Implementation</i> to the Ventura County Board of Supervisors as a bridge into the County's annual budgeting process.
Implementation and Monitoring Add County of Ventura Sustainability Division as Potential Partner	It is recommended that <i>Table 5-2. GHG Reduction Strategies and Action – Implementation Details</i> be revised to add "County of Ventura" as a <i>Potential Partner</i> for the following measures: • T3.1, • N1.4, and • Sea Level Rise (SLR).

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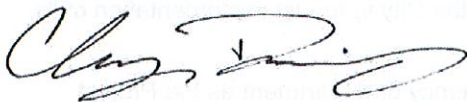
Recommendation	Comments on Recommendation
	Rationale: The <i>Ventura County 2040 General Plan</i> directs County staff to coordinate implementation and maintenance of its CAP with the cities in the county, the Air Pollution Control District, and other organizations to promote countywide collaboration on addressing climate change. Therefore, the County looks forward to working with the City as it works toward implementation of its CAAP in the measures listed in this recommendation as well as other measures where the County is already noted as a potential partner.

#50

As the most populace city in Ventura County, the City of Oxnard has a meaningful role in climate action and adaptation. Our Division applauds the ongoing efforts of the City in its CAAP project and looks forward to collaborating with the City as a partner in the future.

For clarification or assistance with these comments, please contact Clay Downing (Program Administrator) at clay.downing@ventura.org.

Sincerely,



Clay Downing, MPPA
Program Administrator – CAP Programs
County of Ventura | Sustainability Division
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**VENTURA COUNTY
AIR POLLUTION CONTROL DISTRICT**
Memorandum

TO: Kathleen Mallory, City of Oxnard

DATE: June 1, 2022

FROM: Nicole Collazo, Air Quality Specialist, VCAPCD Planning Division 

SUBJECT: City of Oxnard Climate Action and Adaptation Plan, APCD Public Comment

Air Pollution Control District (APCD) staff has reviewed the draft Climate Action and Adaptation Plan (CAAP) for the City of Oxnard. The CAAP is the City's standalone planning document to reduce greenhouse gas (GHG) emissions 40 percent below 1990 levels by 2030. The CAAP also includes a GHG emissions inventory and presents strategies and actions to achieve its 2030 target year.

APCD has the following comments regarding the City of Oxnard Draft CAAP.

1) *Page 2-5.* Table 2-3 indicates the socioeconomic data was taken from the VCTM and interpolated from 2012 and 2040. However, the text states the City used SCAG's RTP/SCS for its socioeconomic data (DCAAP, Page 1-11). Furthermore, it appears the data from Table 2-3 is from SCAG's 2016 RTP/SCS. We suggest, in addition to confirming where the data is coming from, using the 2020 RTP/SCS otherwise known as SCAG Connect SoCal to obtain up-to-date socioeconomic data. #51

2) *Page 3-16.* Measure B.1.6 would put the energy audit completion date to 2028. This timeline may be too tight to confirm if the energy measures proposed and what has been implemented to-date will achieve the 2030 target, given additional actions needed such as review and presentation to the City Council. We recommend changing the audit to 2025, or less than 5 years from 2022. #52

3) *Page 3-18.* Measure B.2.4. We suggest adding a year to when the feasibility study will be performed. #53

4) *Page 3-21.* Measure T.1.1. We suggest specifying when the ZEV Master Plan will be completed. #54

5) *Page 3.21.* Measure T.1.2. In addition to developing code requirements, it is highly suggested adding a similar measure to the Land Use section for planning decisions to also be updated to align with the 2030 CAAP. This will doubly ensure applicable measures are being attained as new land use development is approved by the City. #55

6) We would like the City to be aware of APCD's Incentives Program as a potential Transportation Measure and for consideration in the City's proposed ZEV Master Plan. The two types of programs, Incentive Programs and Transportation Outreach Program, have a co-benefit in indirectly reducing GHG emissions as older, dirtier equipment and vehicles are traded in for newer engines that have stricter air quality emission standards or as Vehicle Miles Travelled (VMT) are reduced due to an increase in alternative modes of transportation. More information can be found [here](#) on our District Incentive Programs Website Page and [here](#) on the Transportation Outreach Program. Some of our incentive programs include Lower Emission School Bus Program, EV Charging Stations Funding, and Funding Agricultural Replacement Measures for Emission Reductions (FARMER).

#56

7) Page 3-22. Measure T.2.1. We suggest specifying what year the ZEV Master Plan will be completed.

#57

8) Page 3-23. Measure T.2.2. We recommend adding the additional proposed requirement by CARB's Advanced Clean Fleets Regulation for 50% of a city's fleet to be ZEV starting in 2024 (source [here](#)).

#58

9) Page 3-30. We would like to advise the City regarding Program 33 that this must be implemented concurrently with state guidance to not site sensitive land uses within 500 feet of a freeway, unless the toxic impacts are mitigated during environmental review of a project. According to CARB, air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. Many of these epidemiological studies have focused on children. A number of studies identify an association between adverse non-cancer health effects and living or attending school near heavily traveled roadways. These studies have reported associations between residential proximity to high traffic roadways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. According to the CDC, a growing body of evidence demonstrates that minority populations and persons of lower socioeconomic status experience higher residential exposure to traffic and traffic-related air pollution than non-minorities and persons of higher socioeconomic status (CDC, Residential Proximity to Major Highways 2010). In addition to the respiratory health effects in children, proximity to freeways increases potential cancer risk and contributes to total particulate matter exposure. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risk from motor vehicle traffic – diesel particulate matter (diesel PM) from trucks, and benzene and 1,3-butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000-20,000/day), diesel PM represents about 70 percent of the potential cancer risk from the vehicle traffic. Diesel particulate emissions are also of special concern because health studies show an association between particulate matter and premature mortality in those with existing cardiovascular disease.

#59

If the cancer risks exceed the state thresholds, mitigation such as locating air intakes away from the freeway, weather proofing windows, and installing vegetative barriers to buffer air pollutants travelling from the freeway to residents are recommended.

10) *Figure 4-3*. The cooling centers (blue stars) are not visible in the figure. According to the text, there are two cooling centers in the City of Oxnard (DCAAP, Page 4-7). #60

11) *Page 5-23*. Recommend performing a GHG emissions inventory and potential revision to the 2030 CAAP less than 5 years from 2022 as the CAAP suggests in order to have ample time for review, presentation to City council members and other staff, and readjust plan to meet the 2030 target, such as 2025. #61

Thank you for the opportunity to comment on the City's Draft CAAP. If you have any questions, you may contact me at nicole@vcapcd.org.

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June 1st, 2022

City of Oxnard
300 West 3rd St
Oxnard, CA 93030

Re: City of Oxnard's Climate Action and Adaption Draft Plan: Preliminary Public Review

The Community Environmental Council (CEC) is pleased to submit the following comments on the City of Oxnard's Draft Climate Action and Adaptation Plan. Since 1970, CEC has incubated and innovated real life environmental solutions that directly affect the California Central Coast. CEC's mission is to advance rapid and equitable solutions to the climate crisis by building zero carbon communities, promoting nature-based solutions to draw down legacy emissions, and protecting communities against unavoidable climate change impacts.

Some of CEC's work in Ventura County includes developing the Ventura County Electric Vehicle Blueprint with Ventura County Regional Energy Alliance and starting the ElectricDrive805 coalition to make it easier to adopt electric vehicles across the tri-counties with the Air Pollution Control Districts of Ventura, Santa Barbara, and San Luis Obispo counties. CEC has also offered our Solarize Nonprofit and Solarize Ventura County programs and developed Energy Action Plans for the Cities of Ventura, Thousand Oaks, and Moorpark. In partnership with BikeVentura, CEC helped develop an Oxnard Clean Mobility Options Community Transportation Needs Assessment. CEC is also working with the Port of Hueneme to electrify trucks, the Ventura County Workforce Development Board on clean/green jobs and with Limoneira to quantify carbon sequestration in citrus orchards, amongst other projects.

CEC believes that this Climate Action and Adaptation Plan is an important opportunity for the City to display leadership in adopting equitable, bold measures to reduce and mitigate GHG emissions and to build resilience in the City, especially in communities that have been and will be most burdened by climate change. CEC has reviewed the Climate Action Plan as well as the individual corresponding policies. We support strong, ambitious policies and programs that not only mitigate and limit climate change impacts throughout Oxnard but that also protect our most vulnerable frontline communities – those that have been harmed by environmental injustice and who are likely to be hurt first and worst by the impacts of climate change and ensuring that these communities will benefit first and foremost from climate action. "The city ranks in the top 20% of the most environmentally burdened communities in the state, with some parts ranking within the top 10%,

according to the California Environmental Protection Agency.”¹ Given the historical and present context of the City, and future threats of climate change, CEC encourages the City to:

- **Set a more ambitious GHG emission target and stronger greenhouse gas reduction goals such as 50-60% reductions by 2030 and carbon neutrality by 2035.** #62
- **Start action now on near-term strategies of an all-electric ordinance for new construction and an Electric Vehicle Action Plan.**
- **Facilitate stronger resilience and adaptation strategies.**
- **Clearly define Oxnard as an underserved city and identify its environmental justice communities. Oxnard should more clearly define its engagement processes to ensure equitable participation and access for all community members is continued throughout the implementation of policies and programs outlined in the CAAP.**

After examining the projected community vulnerabilities, as outlined in Chapter 4 of the Climate Action and Adaptation Plan, such as but not limited to extreme heat, extreme drought, smoke and air pollution, sea level rise, and extreme storms and stormwater flooding, we urge the City to adopt stronger GHG emissions reduction targets, as well as more aggressive GHG mitigation and climate adaptation and resilience measures. Detailed policy and program specific recommendations follow.

Finally, Attachment A describes a suggested electric vehicle adoption plan informed from the Ventura County Electric Vehicle Ready Blueprint that can help guide policy T1.2, the development a citywide Zero Emission Vehicle (ZEV) Master Plan. Attachment B identifies Bike Ventura and CEC’s Oxnard Community Transportation Needs Assessment that can help guide policy T.3, expanding multimodal transportation in Oxnard. Attachment C is CEC’s Community Resilience Roundtable report that can offer an example of inclusive planning and priority climate adaptation policies.

CEC suggests the following recommendations and changes to the GHG Reduction Strategies

- **Adopt a more ambitious carbon reduction goal that goes further than the State’s mandate in accordance with SB 32. The City has seen a 12% reduction in GHG emissions after taking the biggest step that a City can take for climate action, defaulting at 100% renewables through our Community Choice Energy provider, Clean Power Alliance. With this one decision, it has put the city more than halfway to the 2030 goal. Thus, the City has a unique opportunity to set a more ambitious GHG emissions reductions goal to help reach carbon neutrality at a faster rate. Other regional cities have set more ambitious goals including the City of Santa Barbara and the City of San Luis Obispo, with carbon neutrality goal by 2035. CEC** #63

¹ “Oxnard Residents Are Fighting Slag Heaps, Power Plants and Oil Fields That Mar the Town’s Beaches.” 2017. Los Angeles Times. July 9, 2017. <https://www.latimes.com/local/lanow/la-me-ln-oxnard-coast-20170605-story.html>.

encourages the City of Oxnard to also adopt a carbon neutrality goal by 2035 and an interim goal of a 50-60% reduction by 2030.

#63

- E.1 Procure Zero Carbon Electricity – The City Council took a large step forward when Council voted for the City of Oxnard to join Clean Power Alliance at the 100% renewable energy default. CEC supports the City's goal to maintain at least 95% participation in CPA's 100% green tier through 2030. CEC also sees a great benefit to the community if all municipal accounts had a near-term goal to switch back and to operate on the green tier. The City municipal accounts were brought down to a lower default tier out of financial necessity. However, CPA has built more reserves and green tier prices are now less expensive than SoCal Edison's base rate. The City should join most of the community in purchasing this low-cost 100% renewable electricity.
- B.2 Electrify Buildings – One CAAP goal is to increase the energy efficiency of existing buildings to reduce GHG emissions through coordination with other agencies such as 3C-REN. CEC agrees the transition of old building stock to higher energy efficiency as a vital step to reduce GHG emissions. CEC also sees the adoption of an all-electric building ordinance as one of the easiest steps a city can take to reduce GHG emissions and reduce our reliance on fossil fuels. There are many health, equity, and affordability benefits to adopting such an ordinance, particularly with the City already committed to 100% renewable electricity. Over 50 other jurisdictions in California have adopted such an ordinance including the Cities of Santa Barbara and Ojai, while the County of Ventura and County of Santa Barbara are developing theirs now. Electrifying new buildings will also help address the community vulnerabilities and concerns that were expressed such as extreme heat and poor air quality. This is because high-efficiency heat pumps also provide cooling, and stopping the combustion of natural gas in a building improves indoor air quality. CEC encourages the City to adopt an all-electric building ordinance as a near-term goal.
- T1.2 Develop a citywide Zero Emission Vehicle (ZEV) Plan – CEC fully supports a ZEV Master Plan for the community, with a special focus on the City fleet. CEC encourages the City to authorize or seek funding for dedicated sustainability staff to help procure different grant opportunities for electric vehicle planning and infrastructure. There are many State funding sources that the City of Oxnard can pursue. In addition, Oxnard has disadvantaged community census tracts and is eligible for many funding opportunities that are geared toward underserved communities, charging deserts, and multilingual outreach and education. CEC has a grant with the Los Angeles Clean Tech Incubator and part of this grant's scope is to help agencies source grant writing resources. CEC is ready to work with the City to build out staff capacity and win new grants.
- T.3 Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions – CEC recommends the city to adopt a Vision Zero Plan. Every year hundreds of California residents die in bicycle accidents. These often occur in underserved communities where lack of

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infrastructure makes it dangerous for bicyclists.² This cannot be overlooked. Planning to expand infrastructure for pedestrians, bikes, and micro-mobility solutions is an important step forward, but it also needs to put the safety of the community at the forefront of any policy. CEC recommends that the City adopts a Vision Zero Plan. Adopting a Vision Zero Plan is vital to the transition toward safer, multimodal transportation solutions, and CEC may be able to help find funding for active transportation project. BikeVentura, along with CEC as a sub-contractor, was awarded a voucher agreement by the California Air Resources Board (CARB) to conduct a Community Transportation Needs Assessment (CTNA) in the disadvantaged areas of Oxnard (Attachment B). The purpose of the project was to engage with Oxnard residents and hear from the community the barriers to mobility. This also occurred when Oxnard was seeing a dramatic rise in people killed while walking and biking. CEC believes this would be an important resource for the City to refer to as policies are brought forward to increase multimodal transportation solutions.

#67

CEC suggests the following recommendations and changes to the Waste Reduction and Recycling Strategies

- R1.2 – Establish a system to track waste disposal and diversion activities, ideally categorized by both land use (residential, commercial, municipal) and management type (landfilled, recycled, anaerobically digested, composted) -An identified near-term goal the City should take is to establish a tracking system for reporting data to CalRecycle for SB 1383. In doing so, tracking can be expedited and prioritized, and ensure that the City is meeting the record-keeping requirements that are part of SB 1383. In addition, setting up a tracking system in the near-term can help with tracking Oxnard's individual targets for waste reduction and disposal for SB 1383, as well as help with tracking composting.

#68

CEC suggests the following recommendations and changes to the Resilience and Adaptation Strategies

- CP1: Develop a public education campaign to inform community of climate hazards and impacts – CEC strongly supports developing an educational campaign to inform the community of climate hazards and impacts, and encourages the City to prioritize outreach to the city's most vulnerable populations as identified on page 4-2 and those with higher socioeconomic vulnerability as identified in the census tract figure 4-2 on page 4-4. CEC encourages clearer implementation strategies for keeping community voices engaged by making sure that accessibility is at the forefront of these educational campaigns.
- CP4: Expand community resilience services and infrastructure – The City should ensure that the development of new resilience hubs are placed strategically throughout the city with an

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²"Is 2022 the Year California Gets Serious about Traffic Violence?" 2022. CalBike. May 12, 2022. [Is 2022 the Year California Gets Serious About Traffic Violence? - CalBike](#)

emphasis on disadvantaged and most vulnerable communities as outlined on pages 4-2 and 4-4 with easier to read maps that display where each resilience hub is located. In addition, an overlooked factor that was not indicated is to ensure that population density is accounted for when deciding placement of these types of infrastructure in order to anticipate capacity restrictions.

#70

- The City should prioritize clearer implementation strategies that include meaningful and accessible involvement of community. CEC has identified a gap between a mechanism for community monitoring, feedback, or input in the evaluation and monitoring process. Despite mentioning a commitment to equity, designated feedback mechanisms from the community have not been noted, nor has an indication of an inclusive planning process that platforms community voice. CEC in 2019 conducted a series of Resilience Roundtables that can offer an example of this type of engagement (Attachment C).
- CEC encourages the City of Oxnard to look at adopting a similar plan as to the City of Oakland. The City of Oakland created a Racial Equity Impact Assessment (REIA) to provide City staff with clear guidelines for maximizing equitable outcomes as they implement each of the 2030 ECAP's 40 Actions that can lead to an equitable community engagement process and ensure that the final plan is an equitable strategy that is likely to help reduce disparities in Oakland. Such an assessment can help steer the City of Oxnard in producing equitable outcomes during the CAAP's 10-year implementation.

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#72

CEC recognizes that people who have been marginalized by deeply rooted systems of power, oppression, and inequality will be the most disproportionately burdened by climate change, are more sensitive to negative impacts, and have less access to the resources and institutional support needed to build more resilient communities. These groups traditionally have also had less voice in the decisions that shape our community.

By approaching the CAAP through an equity lens, with well-defined guidelines for advancing equitable outcomes, we can help ensure that our local climate solutions take into consideration the needs and wisdom of all groups in our society. This is the only path forward if we seek to build true community resilience and help mitigate the climate crisis. For these reasons, CEC encourages the City of Oxnard to set a more ambitious GHG emission target and stronger reduction strategies and facilitate stronger resilience and adaptation strategies. Oxnard, as an underserved city, should clearly define its environmental justice communities and seek special State funding that is carved out for Disadvantaged Communities. Oxnard should work during its engagement processes to ensure equitable participation and access for all community members is continued throughout the implementation process.

#73

Sincerely,

Alexis Rizo
Climate Policy Associate

Michael Chiacos
Director of Climate Policy

Attachment A

Electric Vehicle Accelerator Plan for the City of Oxnard

[City of Oxnard EV Accelerator Plan VC EV Ready Blueprint.pdf \(ventura.org\)](#)

In 2019, CEC, the Ventura County Regional Energy Alliance, and EV Alliance worked together to develop an Electric Vehicle Accelerator Plan for the City of Oxnard. This document gives a high-level view of the challenges and opportunities that face Oxnard as it assists the community transition to electric vehicles. The Plan provides a framework for a more in-depth EV Action Plan. CEC recommends the County of San Diego's EV Roadmap³ as a very comprehensive and well written, actionable plan to emulate.

Taken directly from the "Introduction and Context" section of the "Electric Vehicle Accelerator Plan for the City of Oxnard"

In Executive Order B-48-18, Governor Brown established a goal of 5 million Zero Emission Vehicles (ZEVs) on California's roads by 2030. The State also recognizes the many challenges to early EV adoption and has incentives and extensive programs and funding opportunities for all sectors. The State has developed new and innovative programs to surmount barriers to EV adoption. Prepared cities can win much of this first come, first served funding, in addition to supporting their residents in leveraging the multitude of benefits of EVs. It is also worth noting that cities like Oxnard with significant Disadvantaged Communities are eligible for special funding carve-outs through State of California programs. To bring the benefits of EVs to the City of Oxnard, this fleet transition plan addresses two critical nexuses of change:

- **Community Electrification:** Governor Brown set a goal of 5 million ZEVs on the road by 2030. This section explores EV uptake among residents and businesses of Oxnard, and how close the community of Oxnard is to meeting its portion of this goal. We also examine what level of growth and annual uptake in EV purchases will be required to meet this goal. Finally, this section explores what level of charging infrastructure will be required to support expected levels of EV adoption and how the City of Oxnard can support anticipated community demand for charging stations.
- **City of Oxnard Fleet Transition:** The second component of this plan explores opportunities for electrification within the City of Oxnard's fleet. The city has 850 vehicles and equipment and has made initial strides towards electrification with an investment in 38 hybrids and 20 plug-in electric vehicles. The fleet plan explores additional 'quick wins' for electrification, through which the city can take advantage of the cost savings of EVs without deviating from existing vehicle duty cycles. The plan also explores how the city could electrify one eighth of its fleet, in line with California's 2030 goal, given the availability of electric pickup trucks in

³ <https://www.sandiegocounty.gov/content/sdc/sustainability/ev-roadmap.html>

2020. Finally, this section explores what barriers would need to be overcome for 100 percent fleet electrification.⁴

Attachment B

Oxnard Community Transportation Needs Assessment

[Oxnard CMO - Final Report.pdf - Google Drive](#)

Taken directly from the Executive Summary of the “Oxnard Community Transportation Needs Assessment”

In November of 2020, BikeVentura, along with sub-contractor Community Environmental Council (CEC), was awarded a voucher agreement by the California Air Resources Board (CARB) to conduct a Community Transportation Needs Assessment (CTNA) in the disadvantaged areas of Oxnard, California. The purpose of the project was to engage with Oxnard residents and hear from the community about the barriers to mobility that they face. Oxnard was seeing a dramatic rise in people killed while walking or biking, and the CTNA presented an opportunity to do the community engagement needed to fund projects that could make active transportation safer there. The needs assessment also allowed us to expose community members to newer mobility technologies like e-bikes and scooters as well. CEC hopes that this report can be used to supplement the City’s multimodal transportation policies put forward by the CAAP.

The project area comprised six census tracts in the City of Oxnard, with some areas outside the city limits in unincorporated Ventura County, and a total population of 26,914. This included three tracts with historically disadvantaged areas near the city center: La Colonia, Rose Park, and Five Points Northeast. These three neighborhoods are over 90% Latinx/Hispanic and have a large population of unhoused persons that reside there. The multilane, high-speed arterials that make up the borders of the neighborhoods are some of the most dangerous streets in Oxnard for people biking and walking.

BikeVentura and CEC felt a sense of urgency to hear from the Oxnard community about transportation needs as we read about numerous bicycle and pedestrian fatalities in the city, an overwhelming majority of which were in the Latinx/Hispanic population. The goals of this project were:

- To engage with Oxnard residents about barriers to mobility
- To provide incentives to participate that would also increase safety for Oxnard residents: bike lights, bike helmets, and bike repair
- To share our findings and recommendations with City Staff and Gold Coast Transit District

⁴ “Electric Vehicle Accelerator Plan for the City of Oxnard.” Ventura County Regional Energy Alliance, Community Environmental Council, and EV Alliance, July 5, 2019
[City of Oxnard EV Accelerator Plan VC EV Ready Blueprint.pdf \(ventura.org\)](#)

- To expose residents, community leaders, agencies, and City staff to shared mobility options not currently used in Oxnard or Ventura County
- To produce a summary report that will be used by the City, GCTD, and CBOs to apply for grant funding.
- To identify potential solutions to increase access and lower the cost of various modes for the historically underserved communities of Oxnard

BikeVentura and CEC compiled a Transportation Access Data Analysis using data sources provided by technical assistance and conducting a resident survey. The data analysis focused on access to transportation options when no car was available, such as distance to transit stops, bike facilities, and walkability. The survey prioritized asking about current modes used, familiarity with modes not currently used in Oxnard (bikeshare, carshare, scootershare), significant barriers to mobility, where folks were having a hard time going, and the primary language.

The community's answers to these questions would inform the remainder of our engagement. Over 200 survey responses were collected in English, Spanish, and Mixteco. The community engagement portion involved three activities: interviews, a clean mobility options demonstration event, and an online zoom workshop. Language access was prioritized for all community engagement to ensure accessibility. BikeVentura and CEC staff collected feedback at each event and analyzed that along with results from the Transportation Access Data Analysis.

Key Findings

- Mixteco speakers that took our survey find it much more difficult to get to destinations than Spanish or English-speaking populations.
- The built environment presents enormous challenges and safety concerns for active transportation options in Oxnard, and the communities' perceptions of safety for these modes (biking, walking, scooters, etc.) reflects that.
- There is a lack of awareness about certain shared mobility devices or services among the communities of interest.
- The survey results showed that respondents found parks the easiest destination to get to among all the choices.

Recommendations

- Robust education and public awareness campaigns should be carried out in advance of any new mobility project. Language access must be a top priority in conducting these campaigns.
- New options must be very low cost or free for low-to-moderate-income residents.
- New options should not be dependent on smartphones or access to the internet.⁵
- Displacement is a concern, and anyone implementing new mobility options should be mindful that new amenities have the potential to raise property values.

⁵ "Oxnard Community Needs Transportation Assessment" BikeVentura, Community Environmental Council, November 9, 2021 Executive Summary. [Oxnard CMO - Final Report.pdf - Google Drive](#)

- To equitably serve Oxnard residents, successful clean mobility projects must be designed and implemented with the most underserved and vulnerable users in mind.
- To prepare the built environment for new mobility projects, the City of Oxnard must make streets safer, especially its arterial roads.

Attachment C

Community Environmental Council's Resilience Roundtables
[crr-wrapup-matrix-letter-v6.pdf \(squarespace.com\)](#)

Taken directly from the "About the Climate Resilience Roundtables" and "About the Resilience Opportunity Matrix"

Over the course of 15 months, the Community Environmental Council, guided by a steering committee of local climate leaders and community partners, held a series of Climate Resilience Roundtables that examined Santa Barbara County's climate threats and explored ways to protect and strengthen communities in the face of climate change. This report summarizes what we heard, learned, and gathered from all the roundtables on how we can achieve resilience. CEC considers the ideas and priorities that came out of the roundtables to be part of a community collective 'pool of actions' intended for any jurisdiction to pick up and run with. CEC sees this report as one that the City can replicate to ensure community engagement and accessible participation throughout the implementation process of resilience and adaptation policies put forward by the CAAP.

These roundtables were designed as community listening and idea generating sessions organized around the key climate threats to our region: increased wildfire, sea level rise, extreme heat, drought, more intense storms, and decreasing snowpack and water supply. Roundtable participants considered these threats through the lens of public and mental health, social justice, economic impacts, infrastructure vulnerabilities, and natural systems and working lands.

There were over 580 participants in the series who attended one or more of the roundtables. This diverse group of stakeholder participants were from government agencies, community-based organizations, social justice and environmental advocates, grass-roots leaders, elected officials, climate practitioners and frontline workers impacted by climate change.

The first two roundtables were in-person meetings, one in November 2019 focused on wildfire and smoke, and one in March 2020 on sea level rise and flooding. The third and fourth roundtables, held virtually in August and September 2020, explored the intersection of climate related disasters, health, and social and economic inequities that disproportionately impact our most vulnerable community members. Community Solutions to Protect Against Climate Change in March 2021 was the last roundtable of the series and the culmination of 15 months of community conversation and analysis.

A corresponding Resilience Opportunity Matrix was developed for each of the roundtables from the conversations, ideas, and suggestions we gathered and transferred verbatim into the matrices. Collectively these contain over 700 big bold ideas and solutions generated over the course of the roundtable series and are available for anyone to explore. This final report highlights the top ideas, themes and guiding principles that emerged from all these four roundtables.

Stories of Resilience

- Opportunity Matrix - <http://cec.pub/crr-sor>
- Vulnerability, Health & Equity Opportunity Matrix - <http://cec.pub/crr-vhe>
- Sea Level Rise & Flooding Opportunity Matrix - <http://cec.pub/crr-slr>
- Wildfire & Smoke Opportunity Matrix - <http://cec.pub/crr-ws>⁶

⁶ “Community Solutions for Climate Resilience An Equitable Path Forward for Santa Barbara County”, Community Environmental Council, 2021. [crr-wrapup-matrix-letter-v6.pdf \(squarespace.com\)](#)



Ramirez, Rosheil <rosheil.ramirez@oxnard.org>

CAAP Public comments

1 message

Isadora Nogueira <isadora.nogueira@trackingcalifornia.org>

Thu, Jun 2, 2022 at 9:08 AM

To: "OxnardCAAP@oxnard.org" <OxnardCAAP@oxnard.org>, Kathleen <kathleen.mallory@oxnard.org>

Hi,

Apologies for the delay in submitting comments. We are submitting the following comments as part of the "Achieving Resilient Communities Project." We hope to see some revisions to the CAAP to more explicitly include public health and farmworker health as part of adaptation. Read more about our project [here](#).

Climate change is a public health crisis and exacerbates existing health and economic inequities. While the Draft Oxnard Climate Adaptation and Action Plan includes public health considerations and co-benefits throughout, the Ventura County Public Health Department (VCPH) does not appear to have been consulted in the development of the plan or included in proposed implementation strategies. The VCPH is on the frontlines of responding to the health impacts of climate change and must be included as a partner in adaptation and resilience planning. We recommend that VCPH be included in all subsequent planning processes and be integrated into the following implementation strategies:

- Community Preparedness (CP) - VCPH should be included in all CP activities to ensure that public health impacts are elevated and adequately addressed. For example, CP2 - early warning systems - should include messaging related to potential health impacts, strategies to protect health, and public health resources for the community. Additionally, CP4 - community resilience services - should include VCPH to ensure that partners are investing in community resilience hubs and are offering supportive public health resources to those who may be displaced by climate impacts. #74
- Extreme Heat (EH) - VCPH should be involved in the planning and implementation of the extreme heat strategies that relate to protecting the health of vulnerable communities. For example, EH1 - access to cooling centers - VCPH should be included in planning, siting, and ensuring cooling centers are able to provide any necessary public health supports to residents. Additionally, for EH2 - funding for energy improvements in low-income households - VCPH can provide tools and resources to home health nurses, and community health workers to educate residents about low-income energy improvement/weatherization/household climate resilience strategies. #75
- Wildfire Smoke and Air Pollution (AP) - VCPH should be included AP1 - hazard alert and warning systems - to ensure that there is adequate messaging related to potential health impacts, strategies to protect health, and public health resources for the community. #76

More over we would to see a series of interventions specifically targeted at farmworkers including:

- Approximately 13% of workers in Oxnard are farmworkers. Many of whom have low literacy in Spanish or speak only auditory indigenous languages. Access to emergency audio alerts in Spanish, and ideally indigenous languages, will be crucial to protecting this population. #77
- We are particularly concerned about heat in agricultural greenhouses and hoop houses in Oxnard. Humidity and lack of ventilation in these spaces increase estimated feels like temperatures at least 15°F according to workers involved in the Achieving Resilient Communities Project. We would like to see a commitment on the part of the city to work with supervisors to improve working conditions specifically in these settings. #78

- Agricultural complaint reporting by workers in Ventura County is extremely low, yet complaint reporting is crucial to locate “bad actors” who are responsible for heat related illness. Our analysis found only 99 complaints were submitted to the Occupational Health and Safety Administration between 2015 and 2019 and only 35 of these complaints led to inspections. We would like to see the city partner with CBOs to ensure complaint reporting mechanisms are understood, accessible to workers, and utilized as part of adaptation measures.

#79

- While the plan says the city will make sure Cal/OSHA standards are known and “enforced” it is unclear how the city plans to intervene in enforcement. Expansion/clarification of the activities involved in this section is needed.

#80

- Greater transparency and equity around the implementation of the plan is needed. An environmental justice taskforce group with overseeing powers should be chosen to collaborate with local agencies.

#81

Isadora Nogueira

Research Associate

Tracking California

(she/her)

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INFORMING ACTION FOR HEALTHIER COMMUNITIES



Friends of the Santa Clara River

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May 20, 2022

City of Oxnard
C/o Kathleen Mallory
OxnardCAAP@oxnard.org

RE: Comments on City of Oxnard Climate Action and Adaptation Plan

Friends of the Santa Clara River (FSCR) supports the actions in the CAAP to reduce the impacts of climate change. The river is an important factor in climate change, including flood frequency, droughts, and ecological impacts. The River is a place for solutions, such as restoration for absorption of GHG, a place for safe walking and bicycling, and education on all of these issues. We would be happy to partner with the city in the implementation of these mutual goals.

The climate crisis will cause severe impacts and therefore this plan should be much more aggressive to reduce climate change impacts. The plans should state the current climate change impacts we already see. Opening paragraphs to sections should plainly state the increased incidence of heat waves, wildfire smoke, and droughts that have impacted the health of the community and vulnerable groups. Timely action is critical as we approach the “tipping point” according to the Intergovernmental Panel on Climate Change (IPCC).

In general, more emphasis is needed on disadvantage communities and environmental justice regarding how increase bicycle and pedestrian facilities can help reduce impact. The Santa Clara River Trail as part of a bicycle network is a critical piece to planning.

82

T3: Expand Infrastructure for Pedestrians, Bikes, and Micro- mobility Solutions should be increase to include better bicycle facilities. Oxnard needs connected, safe, active transportation network. The Santa Clara River Bicycle Master Plan should be a priority. Communities that expand bike networks see up to a 150% increase in ridership.

83

W1: Increase Water Conservation and Reuse Actions should specifically include a statement to avoid use of artificial turf. FSCR.org website has detailed information on the perils of artificial turf and watershed friendly alternatives. FSCR would be happy to partner with a city on an education and incentive program to reduce landscape water use that promotes GHG capture and reduction of the urban heat island.

84

We are happy to play a role in the implementation of this plan. Thank you for the opportunity to comment.

Attachment D

CAAP Stakeholder and Community Comment Letters (9 letters/emails) and City Response
within matrix

Attachment D

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
1	3/7/2022	Christopher Tull	ctull17@gmail.com	Stakeholder	I strongly support action E3.3 – “Identify potential partnerships, funding, or financing sources for installing storage and microgrids in the community”. The city’s GHG strategy relies heavily on a decarbonizing electric grid, and an electricity mix that is heavy on renewable energy. However, energy storage appears to be falling far short of the levels needed to support rapidly scaling levels of intermittent renewable energy, making this a potential bottleneck in the city’s strategy. The city could identify potential development sites for additional grid-scale energy storage projects comparable to the 100MW Saticoy Energy Storage Site. As an added benefit, pursuing additional local energy storage projects would increase the city’s resilience during extreme heat and/or wind events that could disrupt the electric grid and therefore ability of residents to cool themselves.	E3.3	As noted in Strategy E3, the City recognizes the important role of energy storage and microgrids in increasing community resilience during utility grid outages. As noted by the commenter, Action E3.3 is focused on developing partners, funding, and financing sources toward this end, and is currently working with CPA to develop a pilot energy storage project at 214 S. C Street. The City is working with the CPA to develop renewable projects within the City.	No change needed
2	3/7/2022	Christopher Tull	ctull17@gmail.com	Stakeholder	<u>As an additional action under section B2, the city should adopt a “REACH” building code requiring new construction to be all-electric.</u>	B2	The City's current strategy regarding building electrification is to enforce the requirements of California's building energy efficiency standards (Title 24, Part 6), which are updated every 3 years and will require new home construction to be 'electric ready' effective January 1, 2023. Future updates are expected to have even more prescriptive building electrification requirements. While the City recognizes that building electrification is beneficial from a GHG reduction perspective, it also sees the need to retain natural gas as a reliable energy source for times when the electricity grid is disrupted, at least for the foreseeable future until adequate local energy storage capacity is developed. Meanwhile, the Draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code. Additionally, the City of Oxnard’s population is considered an at risk population, where power redundancy and energy security is needed for the City’s population. Redundancy is necessary in the event of an emergency, power shut offs, and/or brownouts, and to ensure that the City’s population is not put at risk. Insufficient or non-existent energy sources results in facilitates being inhabitable which puts the City’s population at risk and strains emergency response resources. The City supports climate change resiliency by having redundant energy sources and the City supports clean energy efforts. The City’s population and community would be served by securing infrastructure redundancy grants which would be implemented with electrification conversion; thus, still ensuring clean energy while providing redundancy. Meanwhile, the draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code.	No change needed. Exceeding California Energy Code/Building Code requirements is a City Council policy consideration.
3	3/7/2022	Christopher Tull	ctull17@gmail.com	Stakeholder	<u>The performance objectives for T3 list increasing the milage of Class I–Class III bike lanes, but neglect to mention Class IV bike lanes. Class IV bike lanes represent on-street bike lanes that are protected from traffic by a vertical element or barrier. This section should be amended to include class IV bike lanes.</u>	T2	Comment noted - we can add Class IV	Relevant section of CAAP to be amended
4	3/7/2022	Christopher Tull	ctull17@gmail.com	Stakeholder	Section T4 should mention Metrolink and Amtrak, and their importance as regional providers of rail transit. Regional rail can provide an important piece of a low-carbon transportation future, especially when paired with bike and car-sharing, EV chargers, etc. Section T4 should mention actions that the city can take to directly speed up bus routes such as creating dedicated bus lanes or giving priority to buses and cyclists at traffic lights.	T4	We can add mention of Metrolink and Amtrak and regional rail importance. The City is collaborating with Gold Coast Transit and Ventura County Transportation Commission regarding service headways, and routes.	Relevant section of CAAP to be amended

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Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
5	3/9/2022	Christopher Tull	ctull17@gmail.com	Stakeholder	The one spot I would have loved to see more discussion of is sustainable transportation which is a key lever where the city has lots of control, but I understand the logic of pushing that into a separate planning process with dedicated funding. I also feel like this plan could have proposed more specific actions on the housing side with respect to zoning changes, etc. but I didn't have any specific recommendations to provide there.	T	CAAP notes the upcoming STP. The CAAP is consistent with the Housing Element. In terms of housing sites, this is covered under the Housing Element. We did rely on the outcome and finding of this study within the CAAP document. In terms of the sustainable transportation implementation efforts, we specifically DID NOT include these measures in the document because we are still working on this plan. The CAAP makes reference to this grant knowing the outcomes will be developed and implemented.	No change needed
6	5/9/2022	Clay Downing	clay.downing@ventura.org	Stakeholder	do we have a Qualified CAAP? One of the items that I have been thinking about with the County's strategy and that is pretty top of mind (haven't checked in your CAAP yet) is whether or not development standards for project-level GHG emissions standards need to be adopted in our initial study assessment guidelines. Some regional cities and counties have them....but we don't and it feels like a missed opportunity for influencing development and financing local GHG measures through mitigation. I don't want to go into that in this meeting, but its something that's on my mind on actionable CAP mechanisms right now.		CAAP will have project-consistency checklist as an appendix, for streamlining CEQA review of projects. In order to demonstrate consistency with the CAAP, there will be requirements for development projects.	No change needed
7	5/9/2022	Clay Downing	clay.downing@ventura.org	Stakeholder	Water / Gray Water Comment - We should have Gray Water Use Laura, please look at strategy W1 and Strategy ED-1. As Jeff mentioned, if you have additional thoughts or comments about those strategies please provide them in comments. Thanks!		The comment is an internal comment between County staff members and does not require a revision to the Draft CAAP.	No change needed
8	5/14/2022	Richard Oneil	oneilpedal4@gmail.com	Public	I suggest that we create a bike/walking trail system on the banks of the Santa Clara River. This would help my family and neighbors to travel in a less polluting fashion. I bike path from Saticoy area to the Ventura Harbor would assist us to travel safely to the Harbor and Downtown Oxnard and Ventura. Thanks		The 2012 bike and ped master plan does include proposed bicycle facilities along the river. See Table 5-1 and Map 5-1 of the plan. Also see response under comment #83 from Friends of the Santa Clara River	No change needed
9	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	The Plan provides a good framework and actionable changes to help reach GHG reductions. More emphasis is needed on the existential threat of the climate crisis to ensure actions are taken immediately. Terms like “educate” and “promote” are used for implementation actions. Although these are altruistic and are important part of the plan, experience shows they have limited results. More emphasis is needed on what drives change such as: • Connecting people’s experiences with climate change, such as the cause of water shortages, higher food and insurance rates. • Economic incentives such as rebates, pricing to encourage conservation (for water use and permits), prizes/rebates for non-auto use		The CAAP provides a set of strategies that, when implemented. will place the City on an emissions reduction trajectory that is consistent with state policy and with what science indicates is needed to avoid catastrophic climate change. The City will implement the CAAP as described in Chapter 5, which emphasizes the importance of ongoing community engagement, as well as the importance of securing adequate funding and financing. The CAAP includes prescriptive actions for the core strategies that are needed to achieve its target, identifying specific partnerships and funding sources. Many of the actions called for, such as capital investments, new code requirements, changes to City operations, and new community programs, have City policy implications that will require approval by the City Council.	No change needed
10	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	ES-3 The case for dramatic action on climate needs to be made. The report opens with soft language about potential impacts. Consider that the overall societal response is currently tepid. The report should come across as borderline “alarmist”, as it should paint a realistic picture of current and predicted climate change impacts. The urgency of the crisis can be brought to the forefront using information for trusted sources such as the IPCC and NOAA. Language such as “Chapter 1 provides a brief explanation of potential impacts of climate change in the City of Oxnard” makes it seem like climate change is a “potential” problem, rather than the problem we now observe. Climate change is a true crisis and this plan should be written as such.	ES-3	The comment is a stylistic comment. The CAAP identifies that climate change is happening. The extent of climate change impacts is highly uncertain and represented in terms of ranges - thus the use of "potential" in that context.	No change needed

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Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
11	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	The reports states on page 1-2 “In recent years, Oxnard has experienced heat waves and wildfire smoke that have impacted the health of the local community, particularly farmworkers and other vulnerable groups.” and “IPCC has reported that “human-induced climate change, Including more frequent and intense extreme events, has caused widespread adverse impacts and related losses and damages to nature and people, beyond natural climate change variability”. This report should reflect the true crisis in its opening statement. The concept of “tipping point” should be explained where IPCC and others explain that drastic action is needed now to avoid point of no return for warming and other tipping points for sea level rise and ecology.		The comment is a stylistic comment. The CAAP identifies that climate change is happening. The extent of climate change impacts is highly uncertain and represented in terms of ranges - thus the use of "potential" in that context.	No change needed
12	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Youth Voices need to be heard, however a consistent theme among college students is that students are often not aware of the severity or precise consequences of climate change. The CAAP should acknowledge this and emphasize the impacts of climate being experienced and the necessary actions that citizens can take. Citizen action should be facilitated by the city wherever possible.	Pg 1-7	The CAAP recognizes the importance of citizen and community action, as identified in the Community action section in CH5, which states "Partnering with schools can also be an effective way to engage the community, particularly for young people whose future livelihoods may be most impacted by climate change".	No change needed
13	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Bicycle and Pedestrian Facilities Master Plan is relied upon to help meet climate goals. No mention is made here that disadvantage communities and high fuel costs can be a main driver to increase bicycle and pedestrian facilities. These will not only reduce GHG but are an equitable means toward environmental and climate justice.	Pg 1-15	We can amend the CAAP to include this reference and to speak to the climate and environmental goals associated with biking as well as implementation of the 2012 Bicycle and Pedestrian Facilities Master Plan.	Relevant section of CAAP to be amended.
14	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Overall comment: Assumptions and calculation are not shown for annual reductions.	Pg 3-5 Table 3-1:	Commenter did not see table footnote: Source: Appendix C, Greenhouse Gas Quantification Methods	No change needed
15	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Expand Zero Emission Vehicle (ZEV) Charging and Fueling Infrastructure. I don’t see how 2030 ANNUAL REDUCTIONS (MTCO2e/YEAR) is calculated. In fact, the act of providing charging itself doesn’t result GHG emission reduction, but the elimination of fossil fuel auto use does. Therefore, the table should be modified and list the reduction of fossil fueled-highway miles driven due to increased charger access.	T1:	Quantification method is described in Appendix C	No change needed
16	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Expand Infrastructure for Pedestrians, Bikes, and Micro- mobility Solutions has a 121 MTCO2e/YEAR which seems quite small. The transportation sector is 389,079 MTCO2e/YEAR so ridership increase due to better bicycle facilities amounts to 0.03% reduction. Either the calculation is not realistic or bicycle planning is not aggressive enough. Oxnard is well situated become a well-connected active transportation city: • Many areas of Oxnard are high density with proximity to neighborhood services. High street activity is seen through Oxnard Neighborhoods. • Many residents already walk and bike and would do so more often and in higher numbers given the opportunity to do it safely. • Many residents drive because of the safety issues even through car ownership and fuel have a high impact on their finances.	T3:	The methodology for quantification is described in Appendix C. This conservative approach assumes that implementation of the STP will result in a 1% increase in sidewalk miles and a 50% expansion of the bike network above what is scoped in Oxnard’s Bicycle and Pedestrian Master Plan (2012). In response to the comment that the bike plan is not aggressive enough. The CAAP assumes implementation of the STP and bases its emissions reduction estimates on that plan. Overall the CAAP provides a set of strategies that, when implemented, will place the City on an emissions reduction trajectory that is consistent with state policy and with what science indicates is needed to avoid catastrophic climate change. The City will be holistically looking at land use, transportation, pedestrian connectivity, among other items as part of the 2050 General Plan update. The preliminary work to develop approaches to address these issues has been or is in the process of being developed and will be relied upon, and expanded as part of the 2050 Oxnard General Plan update.	No change needed
17	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	While there are challenges in dealing with the built environment, the city should make it a high priority and take extreme measures now for active transportation. Suggestions in the plan can go beyond what is in past and current plans like the Sustainable Transportation Plan. Here are some examples: • Add protected bike lanes everywhere possible. Reconsider every street. Remove unnecessary lanes. If lanes are marginally needed, keep lanes only at intersections for the queue and higher flows on greenlights with most of the road length redesigned to include Class 1 and 4 bike lanes. • Reconfigure and add sidewalks and shade to allow safe walking and biking. • Climate change impacts will have an increasingly large impact on the city. Therefore, much more drastic measures should be taken now.	T5:	Regarding active transportation, the CAAP assumes implementation of the STP and bases its emissions reduction estimates on that plan. Overall the CAAP provides a set of strategies that, when implemented, will place the City on an emissions reduction trajectory that is consistent with state policy and with what science indicates is needed to avoid catastrophic climate change.	No change needed

Attachment D

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18	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Expand Car and Bike Sharing is a great concept that should be tested to see if it is workable in the community. Its success will also depend on T3 above.	T5:	These issues are being evaluated as part of the City's STP grant. The STP will recommend that the City pursue further research into these transportation choices. There are several issues to consider, such as safety, right of way, permitting, enforcement, and program management.	No change needed
19	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Bicycle and Pedestrian Facilities Master Plan. Should also reference and give priority regional bicycle and active transportation plans, such as the Santa Clara River Bicycle Master Plan and Ventura County ATP.	Pg 1-15	The City participates in regional bicycle and active transportation plans. This section will be amended to reference participation and consideration of recommendations from these plans. Implementation of segments impacts the City's Capital Improvement Plan (CIP), and other City programs and policies so City participation and consideration of impacts must be considered. The City will consider "regional" plans with development and updates to the City's plans and programs.	Relevant sections will be amended.
20	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Electrify Buildings section should consider an ordinance requiring residential electrification.	Pg 3-17 B2:	See response under comment number 2. The City's current strategy regarding building electrification is to enforce the requirements of California's building energy efficiency standards (Title 24, Part 6), which are updated every 3 years and will require new home construction to be 'electric ready' effective January 1, 2023. Future updates are expected to have even more prescriptive building electrification requirements. While the City recognizes that building electrification is beneficial from a GHG reduction perspective, it also sees the need to retain natural gas as a reliable energy source for times when the electricity grid is disrupted, at least for the foreseeable future until adequate local energy storage capacity is developed. Meanwhile, the Draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code. Additionally, the City of Oxnard's population is considered an at risk population, where power redundancy and energy security is needed for the City's population. Redundancy is necessary in the event of an emergency, power shut offs, and/or brownouts, and to ensure that the City's population is not put at risk. Insufficient or non-existent energy sources results in facilitates being inhabitable which puts the City's population at risk and strains emergency response resources. The City supports climate change resiliency by having redundant energy sources and the City supports clean energy efforts. The City's population and community would be served by securing infrastructure redundancy grants which would be implemented with electrification conversion; thus, still ensuring clean energy while providing redundancy.	No change needed
21	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure Indicates 57 charging stations. It appears overstated considering that the various types of plugs and amps/volts. For example, a Nissan LEAF only 9 public chargers are available that are unrestricted. If residential is counted, then the goal of 1,500 is low. It may be better to separate public charging from residential to get a more realistic picture of charging capability. Also quantity does not speak to usage when considering types of output/connections, access restrictions and costs. For Municipal Operations, actions should consider cost of charging at public stations. More families will likely purchase electric cars if charges are readily available and affordable.	Pg 3-20 T1:	As described in Appendix C: "The City's goal of 1,500 charging stations by 2030 represents 0.21% of the Statewide goal, despite the City representing approximately 0.55% of the State's forecasted light duty vehicles in 2030, according to EMFAC; therefore, this local charging station goal is relatively conservative, reflecting current local rates of EV ownership compared to the state average. It is assumed that implementation of Strategy T1 will contribute to Oxnard residents representing 0.21% of the Statewide ZEV count goal of 5 million, which is equivalent to approximately 10,700 ZEVs. KM: would the city like to add an Action to "Consider cost of charging and accessibility at public charging stations, to promote local purchase of electric cars."	No change needed

Attachment D

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
22	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions The first paragraph discussion on “share of people” who currently walk and bike should include citation of studies that indicate that the creation of a safe bike network increases walking and riding many times over, such as: • National Association of City Transportation Officials “More people ride when cities build protected bike lanes. Studies from cities across North America show that adding protected bike lanes significantly increases bike ridership on those streets, with rates ranging from 21% to 171%.” • Safer Cycling BICYCLE RIDERSHIP AND SAFETY IN NEW YORK CITY “More New Yorkers than ever before are embracing cycling as a convenient and affordable way to get around—in the last decade alone, annual bicycle trips rose 150%.”	Pg 3.24 T3:	Comment noted. Relevant section will be amended.	Relevant section will be amended.
23	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Improve Transit Effectiveness and Accessibility should include municipal measures for transit for employees and city events where public transportation is provided or recommended, and that events should encourage or incentivize walking or bicycle riding to events.	T4:	Oxnard City Code Section 16-631 establishes transportation demand management requirements for commercial and industrial developments over a specific size. The intent of improving transit effectiveness and accessibility has been considered through the City's Housing Element sites inventory and will be evaluated as part of the City's 2050 General Plan update. The City collaborates with the various transit agencies to improve overall city transit services. Ultimately, transit expansion and improvements are tied to land use, incentives through proximity to transit districts, funding, and	No change needed
24	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Land Use A more relevant photo should be used that shows residential units with business and services in the same building, like the new development near Wagon Wheel.	3.29	Comment noted. Relevant section will be amended.	Relevant section will be amended.
25	5/12/2022	Jim Danza and FSCR	danzajm@outlook.com	Stakeholder	Increase Water Conservation and Reuse Actions should specifically include a statement that discourages use of artificial turf which tends to radiate heat worsening the urban heat island, increases carbon and pollution footprint due to production of plastics, no GHG absorption, and disposal issues at the end of its life. This will help encourage the use of native plants and trees, which have a cooling effect, absorb GHG, provides urban ecology, and are very low water use.	3-34 W1:	Comment noted. Relevant section will be amended to reflect the stated comment and include FSCR as an identified partner in the partners appendix.	Relevant section will be amended.
26	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Nature-Based Solutions Discussion should emphasize avoiding use of artificial turf. Actions should include ordinance against its use except for specific circumstances, such as sports fields or where live plants are not practical.	Pg 3-38	See response under item 26, above.	See response under item 26, above. Relevant section will be amended
27	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Increase Local Carbon Sequestration should include working with non-profit community and environmental organizations to meet these goals. The city should have a coordinator to help with implementation. Expansion of the City Corps to meet these climate goals should be considered.	Pg 3-39 N1:	The City agrees with the statement regarding local carbon sequestration and opportunities to work with non-profit community and environmental organizations. Identification of a specific coordinator to help with implementation is a task that could be captured via a Sustainability Analyst and/or coordinator.	Relevant section will be amended to address carbon sequestration and non-profit community/environmental organizations.

Attachment D

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
28	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Community Vulnerability and Adaptation Wording should emphasize impacts already being experienced, such as “The changing climate is already impacting Oxnard which is experience more-extreme heat events, worsening air quality due to smoke events, and severe droughts that will strain already constrained water supplies.” Each of these facts can be verified and cited as needed. The concept of using light colors (low albedo surfaces) to reduce the urban heat island effect should be included. Some municipalities encourage light colored roofs, pavements and other surfaces to reduce solar absorpton.	Pg 4-1	The content and information will be added to the intro of Chapter 4. Additionally, we will add low-albedo surfaces as a strategy.	Relevant section will be amended
29	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	POTENTIAL STRATEGIES FOR ADAPTING TO EXTREME HEAT (EH) section should have an actions section for implementation.	4-14	The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, estimate costs and secure funding, and develop implementation partners. This process will also require continued community engagement, particularly with disadvantaged communities who face the greatest vulnerabilities to climate change.	No change needed
30	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Statements like: “EH4: Prioritize urban greening and shading along active transportation routes and commuting services” should be reworded to say: “Give higher priority to...” to encourage climate change as a high priority among the priorities in the city.	Pg 4-15	The City agrees with this change and will amend the document	Relevant section will be amended
31	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	For: “...sea levels are increasing globally at a rate of about 3.2mm/year.” ignores the fact that the rate-of-rise is accelerating exponentially, meaning the rate since 2010 is faster than previous decades and the increase will rise at a faster rate in future decades. The potential costs of resilience and losses should be estimated as an argument to ensure implementation of the actions throughout the report. The plan indicates, “Certainty is High” and therefore the actions in this report must be implemented to reduce future impacts.	Pg 4-25	Cost estimating is beyond scope of CAAP. The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, estimate costs and secure funding, and develop implementation partners. The City agrees with providing clarification on future faster rate of change and will edit the document accordingly.	Relevant section will be amended
32	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	The plan states: “It is important to acknowledge the critical role of behavior change in reducing community GHG reductions. Community involvement has been important to the development of the CAAP, and will continue to be an essential component of the implementation process, as many strategies depend”, however, legal, financial, and other incentives are required to get the massive change that is needed. Education and involvement is important but is not enough.	Pg 5-2	Noted; CH5 acknowledges that community involvement as well as specific actions, including funding, partnerships, and policy changes are needed to implement the CAAP	No change needed
33	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Regarding active participation by residents and businesses best to state: “Residents, workers, and business owners in Oxnard all have a critical role to play in helping the City attain its GHG reduction and climate resiliency goal”.		The City agrees with the suggested change.	Relevant section will be amended

Attachment D

Comment Number & Document	Date	Name	Contact info	Stakeholder or Member of the public	Comment	Relevant Chapter	Response to Comment	Action to be Taken
34	5/12/2022	Jim Danza	danzajm@outlook.com	Stakeholder	Regarding implementation, the plan should recommend that relevant portions are inserted into the internal city operations. For example, the actions related to streets, landscape, tree canopy, walk/bicycling, must be included in city employee daily tasks. This will ensure that decision makers, management, and employees are implementing the actions included in this plan.		Existing City operations already consider sustainable practices as required by State law. Nevertheless, the City will add language into the Implementation Framework on pg. 5-5 recommending that sustainable practices be incorporated into City operations where feasible.	Relevant section will be amended
35	5/14/2022	Steve Nash	Public Meeting/Comment	Public	Under acronyms/definitions, kWh is defined as one appliance using 1 kW for one hour. I might suggest changing that to 1,000 watts for 1 hour. Splitting hairs, I admit, but it might be more understandable to the layperson.		The City will make this change.	Relevant section will be amended
36	5/14/2022	Steve Nash	Public Meeting/Comment	Public	in PC hearings I hear repeatedly about our skilled tradespeople/union workers having to travel 90 minutes or longer to their job sites. They ask us over and over again to make projects hire local and include a PLA. Seeing as how transportation is a major driver of GHG contributions, should a CAAP move toward mandating development hire local in order to reduce vehicle miles and the resultant pollution? I hope I am making this clear but, basically, less transportation miles, less GHG pollution.		Transportation is a large contributor to GHGs. Rather than mandating project labor agreements, there are a number of ways transportation miles can be reduced. These include: land use policy decisions, analysis of vehicle miles traveled associated with development projects, and the City's Housing Element. The City is taking a holistic approach to address these issues and comprehensively looking at all options. Recognizing this, the CAAP tried to acknowledge what else is happening in the city, such as the city's Sustainable Transportation Plan (STP), VMT reductions (which were conservative) that aligned with the City's plans and goals, including the Sustainable Transportation Plan.	No change needed
37	5/14/2022	Steve Nash	Public Meeting/Comment	Public	every time there's a project before the planning commission, the unions bring up long travel times for workers and really want the City to address this. Steve said we can "kill two birds with one stone" by asking the City Council to implement some of these actions, such as hiring locally rather than "import workers". He acknowledged that this is a politically charged issue and hard to make everyone happy. While moving forward with the CAAP, he would like to find ways to address the emissions that transportation contributes to the city's GHGs and also address worker/union concerns. Kathleen commented on the significance of affordable housing relating to this issue.		See response under item 36, above.	No change needed
38	5/14/2022	Gabe Teran	Public Meeting/Comment	Public	I appreciate the inclusion of our bike and pedestrian infrastructure needs in addressing the reduction of single occupant vehicles and vehicle trips. A lot of work needed here but not impossible and can have a significant impact	T3	Comment noted	No change needed
39	5/14/2022	Gabe Teran	Public Meeting/Comment	Public	Would you also be willing to share a bit about the polystyrene ordinance?	3	Discussed in the meeting	No change needed

Attachment D

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40	5/14/2022	Alexis	Public Meeting/Comment	Public	Asked about the slide showing GHG reductions from transportation. Since transportation is more than half of community emissions, why aren't there more reductions from transportation strategies?	T3	CAAP relies on STP. Similar to response above --T5 assumes that implementation of the STP will result in a 1% increase in sidewalk miles and a 50% expansion of the bike network above what is scoped in Oxnard's Bicycle and Pedestrian Master Plan (2011).	No change needed
41	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Recommend New Measure to Require That Lessees of City-Owned Property Use 100 Percent Renewably Generated Electricity if Available On January 25, 2022, the Ventura County Board of Supervisors adopted a policy to require that lessees of County-owned property use 100 percent renewably generated electricity if available. It is recommended that the City consider a commensurate action in support of attaining clean energy goals of the CAAP. Rationale: The City has a high level of control over City-owned leases and the presence of the Clean Power Alliance's (CPA) 100 Percent Green tier will be a readily available option for lessees.	E1. Procure Clean Energy	Consideration of this idea is a policy consideration. This will be communicated to Council for consideration.	Item to be included in policy consideration by City Council
42	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Recommend New Measure to Adopt Ordinance Amendments to Streamline and/or Provide Fee Waiver for CAAP Compliant Development In addition to Key Implementing Actions listed under Strategy E2, it is recommended that actions be taken to include project-level streamlining and/or inducement of projects that are consistent with the City's CAAP such as ordinance amendments to streamline development review and project approval including but not limited to exemption, expedited approval, ministerial approval, and/or fee waivers for specified projects that are compliant with the goals and objectives of the City's CAAP such as installation of rooftop, ground-mounted, and parking lot photovoltaics; installation of electric vehicle charging stations and related on-site improvements; and other projects as determined appropriate. Rationale: Streamlining and/or fee waivers for specific projects that comply with the goals of the City's CAAP will accelerate community GHG reductions and may lower administrative burdens for projects that are consistent with the City's CAAP and other land use planning documents.	E2. Increase Local Solar Energy Generation	The final CAAP for adoption will include a CAAP Consistency Checklist for use in determining project consistency with the CAAP, which would then allow CEQA streamlining with respect to GHG emissions. The checklist includes items related to Strategy E2. Additional streamlining mechanisms and fee waivers for new development would help ensure that the City meets its 2030 community GHG target, and may have other benefits as noted by the commenter. However, ordinance amendments to provide exemptions, expedited approvals, and/or fee waivers represent policy decisions by the City that would have to be approved by the City Council. Staff does not support fee waivers in light of fiscal implications. Meanwhile, the draft CAAP demonstrates that the City can achieve its 2030 GHG target without adopting building ordinance amendments.	No change needed
43	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	This recommendation aligns with California legislation including Assembly Bill (AB) 2188, AB 1236, and AB 970. • AB 2188 (2014) requires local governments in California to adopt a solar ordinance by September 30, 2015, creating a streamlined permitting process that conforms to best practices for expeditious and efficient permitting of small residential rooftop solar systems. • AB 1236 (2015) and AB970 (2021) require cities and counties to adopt streamlined permitting procedures for electric vehicle charging stations, including a streamlining ordinance and checklist. Therefore, such an action would support CAAP goal attainment and compliance with existing statewide regulations.	E2. Increase Local Solar Energy Generation	The City has adopted all of the required measures and is in full compliance with all required measures of AB 2188, 1236, and 970.	No change needed

Attachment D

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44	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	In addition to the Key Implementing Actions listed under strategy T1, it is recommended that actions be taken to include project-level streamlining and/or inducement of projects that are consistent with the City’s CAAP such as ordinance amendments to streamline development review and project approval including but not limited to exemption, expedited approval, ministerial approval, and/or fee waivers for specified projects that are compliant with the goals and objectives of the City’s CAAP such as installation of rooftop, ground-mounted, and parking lot photovoltaics; installation of electric vehicle charging stations and related on-site improvements; and other projects as determined appropriate. Rationale: Streamlining and/or fee waivers for specific projects that comply with the goals of the City’s CAAP will accelerate community GHG reductions and may lower administrative burdens for projects that are consistent with the City’s CAAP and other land use planning documents.	T1. Expand Zero-Emissions-Vehicle (ZEV) Charging and Fueling Infrastructure	The final CAAP for adoption will include a CAAP Consistency Checklist for use in determining project consistency with the CAAP, which would then allow CEQA streamlining with respect to GHG emissions. The checklist includes requirements related to Strategy T1. Additional streamlining mechanisms and fee waivers for new development would help ensure that the City meets its 2030 community GHG target, and may have other benefits as noted by the commenter. However, ordinance amendments to provide exemptions, expedited approvals, and/or fee waivers represent policy decisions by the City that would have to be approved by the City Council. Staff does not support fee waivers in light of fiscal implications.	No change needed
45	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	This recommendation aligns with California legislation including Assembly Bill (AB) 2188, AB 1236, and AB 970. • AB 2188 (2014) requires local governments in California to adopt a solar ordinance by September 30, 2015, creating a streamlined permitting process that conforms to best practices for expeditious and efficient permitting of small residential rooftop solar systems. • AB 1236 (2015) and AB970 (2021) require cities and counties to adopt streamlined permitting procedures for electric vehicle charging stations, including a streamlining ordinance and checklist. Therefore, such an action would support CAAP goal attainment and compliance with existing statewide regulations.	T3. Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions	See response under item no. 43 above	
46	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Coordinate with Regional Partners for Sustainable Transportation Plan Development In support of Key Implementation Action T3.1, it is recommended that the City coordinate with County of Ventura’s Public Works Agency in development of the City’s Sustainable Transportation Plan and consider use of the Ventura County Transportation Commission’s Bicycle Wayfinding Plan in its active transportation planning efforts. Rationale: The County’s Public Works Agency is leading the Ventura County Active Transportation Plan project with project completion anticipated in early 2023. Coordination between City and County in active transportation planning efforts will ensure that the plans’ tactics align to provide effective active transportation infrastructure that best serves the public on neighborhood, local, and regional levels. Further, the County’s General Plan includes policies and programs that direct County staff to participate in implementation of the Ventura County Transportation Commission’s Bicycle Wayfinding Plan. Therefore, the County encourages the City participate in implementation of this regional Bicycle Wayfinding Plan as well.		The City is currently coordinating with the County of Ventura. The City supports including the following language in action T3.1: The City should continue coordinating with County of Ventura’s Public Works Agency in development of the City’s Sustainable Transportation Plan and consider use of the Ventura County Transportation Commission’s Bicycle Wayfinding Plan in its active transportation planning efforts.	Relevant section to be amended

Attachment D

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47	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Create Measure to Participate in Regional Sea Level Rise Monitoring and Resilience Planning It is recommended that a new measure be added to the CAAP which encourages the City to participate in regional sea level rise monitoring and resilience planning efforts. Rationale: County agencies are involved in monitoring the projected impacts of climate change and natural disasters in order to make adaptive improvements and upgrades to public facilities and services. Existing efforts such as the City’s Vulnerability Assessment (2019), City of Oxnard Sea Level Rise Adaptation Strategy Report (2019), and the County’s VC Resilient Coastal Adaptation Project provide a foundation for future collaboration on coastal adaptation projects.	Sea Level Rise	City supports inclusion of this program	Relevant section to be amended
48	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Consider Recommended Best Practices to Ensure Robust Implementation of the CAAP Based on the County of Ventura’s experience implementing CAP-related portions of the Ventura County 2040 General Plan, the following best practices are recommended to aid the City in robust implementation of its CAAP. • Consider designating a lead agency or department as the Project Manager for overall monitoring, tracking, and reporting of CAAP implementation. • Consider creation an interdepartmental Climate Action & Adaptation Plan Task Force to support the designated Project Manager and assure departmental participation in CAAP implementation. • Consider integration of the CAAP as part of the City’s annual budgeting process.	Implementation and Monitoring	-- Chapter 5 does identify a lead City department for each Action (Table 5.2) -- Currently, the implementation framework presented in Chapter 5 does not include an interdepartmental Climate Action & Adaptation Plan Task Force to support the designated Project Manager and assure departmental participation in CAAP implementation, but the City supports creation of this body. The document will be updated to include this recommendation. -- making CAAP implementation a formal component of the City's annual budgeting process is a good idea, and could be made more explicit under Implementation Steps in CH5, where these is a general discussion about City budget and CIP under "Develop and refine cost estimates". The document will be updated to include this recommendation.	Relevant section to be amended
49	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Rationale: County staff shares these recommendations, which are currently in use at County of Ventura, to facilitate robust implementation of the City’s CAAP. Further, these recommendations seek to ensure that CAAP implementation is not siloed to a single department. Each recommendation is derived from County of Ventura’s existing and ongoing processes for implementation of the CAP-related portions of the Ventura County 2040 General Plan. In 2021, the County assigned the County Executive Office’s Sustainability Division as the overall Project Manager for CAP implementation, created an interagency “CAP Team” composed of staff from each agency responsible for CAP-related implementation programs, and presented the FY2021-22 Budget and Staffing Plan for Climate Action Plan Implementation to the Ventura County Board of Supervisors as a bridge into the County’s annual budgeting process.		See response under item 48, above.	Relevant section to be amended

Attachment D

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50	5/20/2022	Clay Downing, CoV Sustainability	clay.downing@ventura.org	Stakeholder	Add County of Ventura Sustainability Division as Potential Partner It is recommended that Table 5-2. GHG Reduction Strategies and Action – Implementation Details be revised to add “County of Ventura” as a Potential Partner for the following measures: • T3.1, • N1.4, and • Sea Level Rise (SLR). Rationale: The Ventura County 2040 General Plan directs County staff to coordinate implementation and maintenance of its CAP with the cities in the county, the Air Pollution Control District, and other organizations to promote countywide collaboration on addressing climate change. Therefore, the County looks forward to working with the City as it works toward implementation of its CAAP in the measures listed in this recommendation as well as other measures where the County is already noted as a potential partner.	Implementation and Monitoring	Document will be updated to identify the County of Ventura Sustainability Division as a potential partner.	Relevant section to be amended
51	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	Table 2-3 indicates the socioeconomic data was taken from the VCTM and interpolated from 2012 and 2040. However, the text states the City used SCAG’s RTP/SCS for its socioeconomic data (DCAAP, Page 1-11). Furthermore, it appears the data from Table 2-3 is from SCAG’s 2016 RTP/SCS. We suggest, in addition to confirming where the data is coming from, using the 2020 RTP/SCS otherwise known as SCAG Connect SoCal to obtain up-to-date socioeconomic data.	Page 2-5	On page 2-5, the CAAP states "These socioeconomic growth forecasts are used by SCAG’s 2016 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) and by the Ventura County Transportation Model (VCTM) to forecast future conditions." We will make sure we include consistency with VCTM on page 1-11. The SED used in the 2020 RTP/SCS was not available at the time the modeling was done for the DCAAP, so we had to use the 2016 RTP/SCS data.	Relevant section to be amended
52	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	Measure B.1.6 would put the energy audit completion date to 2028. This timeline may be too tight to confirm if the energy measures proposed and what has been implemented todate will achieve the 2030 target, given additional actions needed such as review and presentation to the City Council. We recommend changing the audit to 2025, or less than 5 years from 2022.	Page 3-16. B.1.6	Please see Table 5-2 in the Implementation and Monitoring chapter. Action B1.5 says to perform energy audits at least every 5 years, while Table 5-2 indicates the next audits will occur by 2025.	No change needed
53	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We suggest adding a year to when the feasibility study will be performed.	Page 3-18. Action B. 2.4.	Please see Table 5-2 in the Implementation and Monitoring chapter, which indicates that Action B2.4 will be implemented by 2025.	No change needed
54	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We suggest specifying when the ZEV Master Plan will be completed.	Page 3-21. Action T. 1.1.	Please see Table 5-2 in the Implementation and Monitoring chapter, which indicates that Action T1.1 will be implemented by 2025.	No change needed
55	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	In addition to developing code requirements, it is highly suggested adding a similar measure to the Land Use section for planning decisions to also be updated to align with the 2030 CAAP. This will doubly ensure applicable measures are being attained as new land use development is approved by the City.	Page 3.21. Action T. 1.2	The City will be kicking off a 2050 General Plan update in early 2023. Therefore, it is not recommended to add a similar measure to the Land Use section for planning decisions to also be updated to align with the 2030 CAAP	No change needed

Attachment D

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56	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We would like the City to be aware of APCD’s Incentives Program as a potential Transportation Measure and for consideration in the City’s proposed ZEV Master Plan. The two types of programs, Incentive Programs and Transportation Outreach Program, have a co-benefit in indirectly reducing GHG emissions as older, dirtier equipment and vehicles are traded in for newer engines that have stricter air quality emission standards or as Vehicle Miles Travelled (VMT) are reduced due to an increase in alternative modes of transportation. More information can be found here on our District Incentive Programs Website Page and here on the Transportation Outreach Program. Some of our incentive programs include Lower Emission School Bus Program, EV Charging Stations Funding, and Funding Agricultural Replacement Measures for Emission Reductions (FARMER).	T1.1	Comment noted: we will consider this information when we develop our ZEV master plan.	No change needed
57	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We suggest specifying what year the ZEV Master Plan will be completed	Page 3-22. Action T. 2.1.	Please see Table 5-2 in the Implementation and Monitoring chapter, which indicates that Action T21.1 will be implemented by 2025.	No change needed
58	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We recommend adding the additional proposed requirement by CARB’s Advanced Clean Fleets Regulation for 50% of a city’s fleet to be ZEV starting in 2024 (source here).	Page 3-23. Measure T.2.2.	Please see on page 3-22, the statement "The City plans to keep pace with evolving state mandates for greener fleets, including CARB’s proposed Advanced Clean Fleets regulation as it becomes law"; and acknowledging that "CARB’s draft Advanced Clean Fleets (ACF) regulation, expected to become law, has a ZEV purchasing requirement for public fleets that would require the city to purchase 50 percent ZEVs beginning in 2024 and 100 percent ZEVs by 2027."	No change needed
59	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	We would like to advise the City regarding Program 33 that this must be implemented concurrently with state guidance to not site sensitive land uses within 500 feet of a freeway, unless the toxic impacts are mitigated during environmental review of a project. According to CARB, air pollution studies indicate that living close to high traffic and the associated emissions may lead to adverse health effects beyond those associated with regional air pollution in urban areas. Many of these epidemiological studies have focused on children. A number of studies identify an association between adverse non-cancer health effects and living or attending school near heavily traveled roadways. These studies have reported associations between residential proximity to high traffic roadways and a variety of respiratory symptoms, asthma exacerbations, and decreases in lung function in children. According to the CDC, a growing body of evidence demonstrates that minority populations and persons of lower socioeconomic status experience higher residential exposure to traffic and traffic-related air pollution than non-minorities and persons of higher socioeconomic status (CDC, Residential Proximity to Major Highways 2010). In addition to the respiratory health effects in children, proximity to freeways increases potential cancer risk and contributes to total particulate matter exposure. There are three carcinogenic toxic air contaminants that constitute the majority of the known health risk from motor vehicle traffic – diesel particulate matter (diesel PM) from trucks, and benzene and 1,3-butadiene from passenger vehicles. On a typical urban freeway (truck traffic of 10,000-20,000/day), diesel PM represents about 70 percent of the potential cancer risk from the vehicle traffic. Diesel particulate emissions are also of special concern because health studies show an association between particulate matter and premature mortality in those with existing cardiovascular disease. If the cancer risks exceed the state thresholds, mitigation such as locating air intakes away from the freeway, weatherproofing windows, and installing vegetative barriers to buffer air pollutants travelling from the freeway to residents are recommended.	Page 3-30.	Comment noted. Not directly related to CAAP implementation. No additional response needed	No change needed

Attachment D

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60	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	The cooling centers (blue stars) are not visible in the figure. According to the text, there are two cooling centers in the City of Oxnard (DCAAP, Page 4-7).	Figure 4-3.	ESA will fix this for the final CAAP	Relevant section to be amended
61	6/1/2022	Nicole Collazo VCAPCD	nicole@vcapcd.org	Stakeholder	Recommend performing a GHG emissions inventory and potential revision to the 2030 CAAP less than 5 years from 2022 as the CAAP suggests in order to have ample time for review, presentation to City council members and other staff, and readjust plan to meet the 2030 target, such as 2025.	Page 5-23.	Comment noted; See statement on page 5-23, which states that the update should happen at least every 5 years: "An update of the City's GHG inventory and comprehensive revision of the CAAP should occur at least every five years to monitor progress of GHG reductions against the 2030 target"	No change needed
62	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Set more ambitious GHG emission targets and stronger greenhouse gas reduction goals such as 50-60% reduction by 2030 and carbon neutrality by 2035		The City is taking an important step in doing its fair share to reduce global GHG emissions by adopting its first CAAP. The current GHG target is aligned with SB 32 and is the result of extensive review and consideration by the City, as a feasible target the City can achieve for 2030. As stated on page 2-10, this target "puts the City on a path to achieving deeper reductions consistent with the long-term goals represented by Governor's Orders S-3-05 in 2005 (80 percent below 1990 levels by 2050) and B-55-18 in 2018 (achieve statewide carbon neutrality by 2045)." Having said that, the City is in support of adding the following additional language to the document: "The City's CAAP has an aspirational GOAL to achieve carbon neutrality by 2045, and will revisit the feasibility of that goal during the next CAAP update, and after CARB has adopted its next Scoping Plan update."	Relevant section to be amended
63	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Adopt a more ambitious carbon reduction goal that goes further than the State's mandate in accordance with SB 32. The City has seen a 12% reduction in GHG emissions after taking the biggest step that a City can take for climate action, defaulting at 100% renewables through our Community Choice Energy provider, Clean Power Alliance. With this one decision, it has put the city more than halfway to the 2030 goal. Thus, the City has a unique opportunity to set a more ambitious GHG emissions reductions goal to help reach carbon neutrality at a faster rate. Other regional cities have set more ambitious goals including the City of Santa Barbara and the City of San Luis Obispo, with carbon neutrality goal by 2035. CEC encourages the City of Oxnard to also adopt a carbon neutrality goal by 2035 and an interim goal of a 50-60% reduction by 2030.		The City is taking an important step in doing its fair share to reduce global GHG emissions by adopting its first CAAP. The current GHG target is aligned with SB 32 and is the result of extensive review and consideration by the City, as a feasible target the City can achieve for 2030. As stated on page 2-10, this target "puts the City on a path to achieving deeper reductions consistent with the long-term goals represented by Governor's Orders S-3-05 in 2005 (80 percent below 1990 levels by 2050) and B-55-18 in 2018 (achieve statewide carbon neutrality by 2045)." Note to City: we could add a statement that the City has an aspirational GOAL to achieve carbon neutrality by 2045, and will revisit the feasibility of that goal during the next CAAP update, and after CARB has adopted its next Scoping Plan update.	Comment addressed in comment no. 62.
64	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Procure Zero Carbon Electricity – The City Council took a large step forward when Council voted for the City of Oxnard to join Clean Power Alliance at the 100% renewable energy default. CEC supports the City's goal to maintain at least 95% participation in CPA's 100% green tier through 2030. CEC also sees a great benefit to the community if all municipal accounts had a near-term goal to switch back and to operate on the green tier. The City municipal accounts were brought down to a lower default tier out of financial necessity. However, CPA has built more reserves and green tier prices are now less expensive than SoCal Edison's base rate. The City should join most of the community in purchasing this low cost 100% renewable electricity	E.1	Actions E1.4 and E1.5 address this explicitly. These actions specify that in the near-term (2022 - 2025), the City will Request a rate analysis from CPA at least annually and compare to SCE to determine the financial impact of returning all municipal accounts currently enrolled with CPA to 100 Percent Green Power; and that the City will chart and annually revise an implementation plan for returning municipal accounts to CPA's 100 Percent Green option or equivalent. Additionally, enrollment of City enterprise funds could have the potential to impact utility rates and should be carefully evaluated and considered.	

Attachment D

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65	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Electrify Buildings – One CAAP goal is to increase the energy efficiency of existing buildings to reduce GHG emissions through coordination with other agencies such as 3CREN. CEC agrees the transition of old building stock to higher energy efficiency as a vital step to reduce GHG emissions. CEC also sees the adoption of an all-electric building ordinance as one of the easiest steps a city can take to reduce GHG emissions and reduce our reliance on fossil fuels. There are many health, equity, and affordability benefits to adopting such an ordinance, particularly with the City already committed to 100% renewable electricity. Over 50 other jurisdictions in California have adopted such an ordinance including the Cities of Santa Barbara and Ojai, while the County of Ventura and County of Santa Barbara are developing theirs now. Electrifying new buildings will also help address the community vulnerabilities and concerns that were expressed such as extreme heat and poor air quality. This is because high-efficiency heat pumps also provide cooling, and stopping the combustion of natural gas in a building improves indoor air quality. CEC encourages the City to adopt an all-electric building ordinance as a near-term goal.	B.2	See response to comment number 3. The City's current strategy regarding building electrification is to enforce the requirements of California's building energy efficiency standards (Title 24, Part 6), which are updated every 3 years and will require new home construction to be 'electric ready' effective January 1, 2023. Future updates are expected to have even more prescriptive building electrification requirements. While the City recognizes that building electrification is beneficial from a GHG reduction perspective, it also sees the need to retain natural gas as a reliable energy source for times when the electricity grid is disrupted, at least for the foreseeable future until adequate local energy storage capacity is developed. Meanwhile, the Draft CAAP demonstrates that the City can achieve its 2030 GHG target without instituting an electrification reach code. Additionally, the City of Oxnard’s population is considered an at risk population, where power redundancy and energy security is needed for the City’s population. Redundancy is necessary in the event of an emergency, power shut offs, and/or brownouts, and to ensure that the City’s population is not put at risk. Insufficient energy resources results in	No change needed
66	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Develop a citywide Zero Emission Vehicle (ZEV) Plan – CEC fully supports a ZEV Master Plan for the community, with a special focus on the City fleet. CEC encourages the City to authorize or seek funding for dedicated sustainability staff to help procure different grant opportunities for electric vehicle planning and infrastructure. There are many State funding sources that the City of Oxnard can pursue. In addition, Oxnard has disadvantaged community census tracts and is eligible for many funding opportunities that are geared toward underserved communities, charging deserts, and multilingual outreach and education. CEC has a grant with the Los Angeles Clean Tech Incubator and part of this grant’s scope is to help agencies source grant writing resources. CEC is ready to work with the City to build out staff capacity and win new grants.	T1.1	Comment noted; please note that Action T1.1 emphasizes the need for the Plan to address disadvantaged communities (DAC's). Having said that, Action T1.1 will be augmented to include more explicit reference to funding sources aimed at DAC's within the implementation framework as discussed on page 5-6 of the Draft CAAP.	Relevant section to be amended
67	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Expand Infrastructure for Pedestrians, Bikes, and Micro-Mobility Solutions – CEC recommends the city to adopt a Vision Zero Plan. Every year hundreds of California residents die in bicycle accidents. These often occur in underserved communities where lack of infrastructure makes it dangerous for bicyclists. ² This cannot be overlooked. Planning to expand infrastructure for pedestrians, bikes, and micro-mobility solutions is an important step forward, but it also needs to put the safety of the community at the forefront of any policy. CEC recommends that the City adopts a Vision Zero Plan. Adopting a Vision Zero Plan is vital to the transition toward safer, multimodal transportation solutions, and CEC may be able to help find funding for active transportation project. BikeVentura, along with CEC as a sub-contractor, was awarded a voucher agreement by the California Air Resources Board (CARB) to conduct a Community Transportation Needs Assessment (CTNA) in the disadvantaged areas of Oxnard (Attachment B). The purpose of the project was to engage with Oxnard residents and hear from the community the barriers to mobility. This also occurred when Oxnard was seeing a dramatic rise in people killed while walking and biking. CEC believes this would be an important resource for the City to refer to as policies are brought forward to increase multimodal transportation solutions.	T.3	Regarding Vision Zero, the City is currently drafting a Local Roadway Safety Plan (LRSP), which includes recommendations regarding Vision Zero. The LRSP is a technical plan required by Caltrans to qualify for Highway Safety Improvement Program (HSIP) grant funding. The LRSP is technical in nature and the engineers and designers are assessing current traffic behavior, analyzing collision data, reviewing planning documents, and coordinating stakeholder input to identify, analyze, and prioritize roadway safety improvements. Countermeasures are being identified where they can be most effectively applied and all data and recommendations are being combined into the LRSP for adoption by the City Council. The LRSP is scheduled to be complete in September 2022. Regarding disadvantaged communities and the CARB funded Community Transportation Needs Assessment (CTNA), City Staff will utilize the CTNA as a resource when selecting projects for grant funding, and when considering changes to the City standards, plans, and requirements. The CTNA is also being referenced in the LRSP and the STP.	

Attachment D

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68	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Establish a system to track waste disposal and diversion activities, ideally categorized by both land use (residential, commercial, municipal) and management type (landfilled, recycled, anaerobically digested, composted) -An identified near-term goal the City should take is to establish a tracking system for reporting data to CalRecycle for SB 1383. In doing so, tracking can be expedited and prioritized, and ensure that the City is meeting the recordkeeping requirements that are part of SB 1383. In addition, setting up a tracking system in the near-term can help with tracking Oxnard’s individual targets for waste reduction and disposal for SB 1383, as well as help with tracking composting.	R1.2	Comment noted; Action R1.2 states: Establish a system to track waste disposal and diversion activities, ideally categorized by both land use (residential, commercial, municipal) and management type (landfilled, recycled, anaerobically digested, composted). Table 5-2 in the Implementation and Monitoring chapter indicates that Action T21.1 will be implemented in the mid-term (2025-2028). Does the City want to consider near term implementation (2022-2025)? PENDING RESPONSE FROM BRIAN/TODD	
69	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Develop a public education campaign to inform community of climate hazards and impacts – CEC strongly supports developing an educational campaign to inform the community of climate hazards and impacts, and encourages the City to prioritize outreach to the city’s most vulnerable populations as identified on page 4-2 and those with higher socioeconomic vulnerability as identified in the census tract figure 4-2 on page 4-4. CEC encourages clearer implementation strategies for keeping community voices engaged by making sure that accessibility is at the forefront of these educational campaigns.	CP1	Please see description of Strategy CP1 (Develop a public education campaign to inform community of climate hazards and impacts) on page 4-9. The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. The City intends to implement Strategy CP1 by 2026, as indicated by Table 5-3.	No change needed
70	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	Expand community resilience services and infrastructure – The City should ensure that the development of new resilience hubs are placed strategically throughout the city with an emphasis on disadvantaged and most vulnerable communities as outlined on pages 4-2 and 4-4 with easier to read maps that display where each resilience hub is located. In addition, an overlooked factor that was not indicated is to ensure that population density is accounted for when deciding placement of these types of infrastructure in order to anticipate capacity restrictions.	CP4	The City agrees that these are important considerations when developing and locating resilience hubs. The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. The City intends to implement Strategy CP4 in the longer-term, as indicated by Table 5-3, but may consider a more near-term implementation as the need for adaptation increases. Having said that, it is recommended that time timing for Strategy CP4 be changed to a mid-term action (year 2026-2035).	Relevant section to be amended
71	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	The City should prioritize clearer implementation strategies that include meaningful and accessible involvement of community. CEC has identified a gap between a mechanism for community monitoring, feedback, or input in the evaluation and monitoring process. Despite mentioning a commitment to equity, designated feedback mechanisms from the community have not been noted, nor has an indication of an inclusive planning process that platforms community voice. CEC in 2019 conducted a series of Resilience Roundtables that can offer an example of this type of engagement (Attachment C).		The Draft CAAP reflects input from a robust community engagement process during CAAP development that included public workshops as well as focused stakeholder meetings with representatives from disadvantaged communities and others. The Community Outreach section on page 5-7 describes how involvement with the community will be carried forth. Further, as part of the Local Coastal Program (LCP) update, engagement will be conducted. The City strives to ensure adequate public engagement and meaningful engagement is conducted.	No change needed

Attachment D

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72	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	CEC encourages the City of Oxnard to look at adopting a similar plan as to the City of Oakland. The City of Oakland created a Racial Equity Impact Assessment (REIA) to provide City staff with clear guidelines for maximizing equitable outcomes as they implement each of the 2030 ECAP’s 40 Actions that can lead to an equitable community engagement process and ensure that the final plan is an equitable strategy that is likely to help reduce disparities in Oakland. Such an assessment can help steer the City of Oxnard in producing equitable outcomes during the CAAP’s 10-year implementation.		The City will continue to evaluate outreach methods to ensure meaningful input is conducted. Response address under item 71.	No change needed
73	6/1/2022	Michael Chiacos Alexis Rizo Community Environmental Council	mchiacos@cecmail.org	Stakeholder	By approaching the CAAP through an equity lens, with well-defined guidelines for advancing equitable outcomes, we can help ensure that our local climate solutions take into consideration the needs and wisdom of all groups in our society. This is the only path forward if we seek to build true community resilience and help mitigate the climate crisis. For these reasons, CEC encourages the City of Oxnard to set a more ambitious GHG emission target and stronger reduction strategies and facilitate stronger resilience and adaptation strategies. Oxnard, as an underserved city, should clearly define its environmental justice communities and seek special State funding that is carved out for Disadvantaged Communities. Oxnard should work during its engagement processes to ensure equitable participation and access for all community members is continued throughout the implementation process.		he Draft CAAP reflects input from a robust community engagement process during CAAP development that included public workshops as well as focused stakeholder meetings with representatives from disadvantaged communities and others. The Community Outreach section on page 5-7 describes how involvement with the community will be carried forth. The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. This process will also require continued community engagement, particularly with disadvantaged communities who face the greatest vulnerabilities to climate change. Regarding more ambitious GHG targets, see response to comment 62.	No change needed
74	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Community Preparedness (CP) - Ventura County Public Health (VCPH) should be included in all CP activities to ensure that public health impacts are elevated and adequately addressed. For example, CP2 - early warning systems should include messaging related to potential health impacts, strategies to protect health, and public health resources for the community. Additionally, CP4 - community resilience services - should include VCPH to ensure that partners are investing in community resilience hubs and are offering supportive public health resources to those who may be displaced by climate impacts.	CP	We agree with this comment, and we will add VCPH as a potential partner in Table 5-3 for CP strategies.	Relevant section to be amended
75	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Extreme Heat (EH) - Ventura County Public Health (VCPH) should be involved in the planning and implementation of the extreme heat strategies that relate to protecting the health of vulnerable communities. For example, EH1 access to cooling centers - VCPH should be included in planning, siting, and ensuring cooling centers are able to provide any necessary public health supports to residents. Additionally, for EH2 - funding for energy improvements in low-income households - VCPH can provide tools and resources to home health nurses, and community health workers to educate residents about low-income energy improvement/weatherization/household climate resilience strategies.	EH	We agree with this comment, and we will add VCPH as a potential partner in Table 5-3 for EH strategies.	Relevant section to be amended

Attachment D

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76	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Wildfire Smoke and Air Pollution (AP) - VCPH should be included AP1 - hazard alert and warning systems - to ensure that there is adequate messaging related to potential health impacts, strategies to protect health, and public health resources for the community.	AP1	We agree with this comment, and we will add VCPH as a potential partner in Table 5-3 for Strategy AP1	Relevant section to be amended
77	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Approximately 13% of workers in Oxnard are farmworkers. Many of whom have low literacy in Spanish or speak only auditory indigenous languages. Access to emergency audio alerts in Spanish, and ideally indigenous languages, will be crucial to protecting this population.	CP2, AP1	We agree with this comment and we can add explicit mention of the need for multilingual alert systems in "CP2: Ensure early warning systems are adequate for extreme events related to climate change" on page 4-9, and in AP1 AP1: Promote existing hazard alert and warning system for workers." (note that the	Relevant section to be amended
78	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	We are particularly concerned about heat in agricultural greenhouses and hoop houses in Oxnard. Humidity and lack of ventilation in these spaces increase estimated feels like temperatures at least 15°F according to workers involved in the Achieving Resilient Communities Project. We would like to see a commitment on the part of the city to work with supervisors to improve working conditions specifically in these settings.		Chapter 4 of the CAAP identifies farmworkers and outdoor workers as vulnerable populations in Oxnard, in the sidebar. We can amend the text to make it clearer in the vulnerabilities paragraph (body of the text) under EH that outdoor workers, including ag workers, are particularly vulnerable. The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. This includes actions that will be needed to implement EH3: Promote enforcement of Cal/OSHA standards that protect against extreme heat. Nevertheless, we can strengthen Strategy EH3 to add that the City identify stakeholder groups who support, house and employ outdoor workers and coordinate with them to understand issues and identify actions to improve outdoor working conditions and related needs. See also response to Comment 79 related to the Farmworker Housing Study.	Relevant section to be amended
79	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Agricultural complaint reporting by workers in Ventura County is extremely low, yet complaint reporting is crucial to locate “bad actors” who are responsible for heat related illness. Our analysis found only 99 complaints were submitted to the Occupational Health and Safety Administration between 2015 and 2019 and only 35 of these complaints led to inspections. We would like to see the city partner with CBOs to ensure complaint reporting mechanisms are understood, accessible to workers, and utilized as part of adaptation measures.		The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. This includes actions that will be needed to implement EH3: Promote enforcement of Cal/OSHA standards that protect against extreme heat; and AP2: Ensure Cal OSHA rules are known and enforced. The City is actively engaged in the Farmworker Housing Study which is looking at housing impacts. Survey data will be developed to query workers. Conditions associated with living and working conditions will be evaluated as part of that survey and multi-year program approach (see Programs 39 and 40 - https://www.oxnard.org/wp-content/uploads/2022/05/Oxnard_Conceptual-Revised-Draft-Housing-Element_May-2022_clean.pdf). Senior City staff are on the steering committee and actively participating in the study, survey and program elements.	No change needed
80	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	While the plan says the city will make sure Cal/OSHA standards are known and “enforced” it is unclear how the city plans to intervene in enforcement. Expansion/clarification of the activities involved in this section is needed.		The City is in the early stages of adaptation planning and has not developed specific implementing actions for the adaptation strategies recommended in Chapter 4, which will take further work to develop project and program descriptions, secure funding, and develop implementation partners. This includes actions that will be needed to implement EH3: Promote enforcement of Cal/OSHA standards that protect against extreme heat; and AP2: Ensure Cal OSHA rules are known and enforced.	No change needed

Attachment D

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81	6/2/2022	Isadora Nogueira Tracking California	isadora.nogueira@trackingcalifornia.org	Stakeholder	Greater transparency and equity around the implementation of the plan is needed. An environmental justice task force group with overseeing powers should be chosen to collaborate with local agencies.		The Draft CAAP reflects input from a robust community engagement process during CAAP development that included public workshops as well as focused stakeholder meetings with representatives from disadvantaged communities and others. The Community Outreach section on page 5-7 describes how involvement with the community will be carried forth.	No change needed
82	5/20/22	Jim Danza FSCR	danzajm@outlook.com	Stakeholder	In general, more emphasis is needed on disadvantage communities and environmental justice regarding how increase bicycle and pedestrian facilities can help reduce impact. The Santa Clara River Trail as part of a bicycle network is a critical piece to planning. ... We are happy to play a role in the implementation of this plan.		The City will add language to T3 Action to partner with Friends of the Santa Clara River to implement the Santa Clara River Bicycle Master Plan and to focus efforts on DAC's.	Relevant section to be amended
83	5/20/22	Jim Danza FSCR	danzajm@outlook.com	Stakeholder	T3: Expand Infrastructure for Pedestrians, Bikes, and Micro- mobility Solutions should be increase to include better bicycle facilities. Oxnard needs connected, safe, active transportation network. The Santa Clara River Bicycle Master Plan should be a priority. Communities that expand bike networks see up to a 150% increase in ridership.	T3	See response to comment number 14 above.	Relevant section to be amended
84	5/20/22	Jim Danza FSCR	danzajm@outlook.com	Stakeholder	W1: Increase Water Conservation and Reuse Actions should specifically include a statement to avoid use of artificial turf. FSCR.org website has detailed information on the perils of artificial turf and watershed friendly alternatives. FSCR would be happy to partner with a city on an education and incentive program to reduce landscape water use that promotes GHG capture and reduction of the urban heat island.	W1	The City does not promote or provide incentives for synthetic turf use in any of its water conservation education and outreach programs. The City does partner with the Metropolitan Water District of Southern California to offer Oxnard water customers a Turf Replacement Program with a rebate incentive. This program does not approve the use of synthetic turf and focuses on customers removing their existing grass and replacing it with organic, drought tolerant landscaping. Additionally, the City provides classes such as a California Friendly and Native Landscape Training class, that teaches customers how to utilize landscaping techniques to capture rainwater and maximize biodiversity in their landscapes while minimizing the use of potable water for irrigation. The City will continue to provide outreach and education promoting native, drought-tolerant, and California-friendly plant species and trees.	No change needed
85	6/23/22	City of Oxnard	Kathleen Mallory	Project Manager	Update to Near Term, and Mid-Term Timeframes per July 7, 2022 Planning Commission Staff Report	Chapter 5		Relevant Chapter to be amended